Saskatchewan
Highways and
Transportation

Regional Airports in Saskatchewan: A Review Report

Department of Highways and Transportation

Northern Access, Air and Safety Unit
Policy and Planning Division
December 2002

Executive Summary

On April 30, 2001 Saskatchewan Highways and Transportation (DHT) initiated a review of issues affecting regional airports with special reference to airports in southern Saskatchewan that do not receive schedule service. In late August 2002 DHT began formal consultations with stakeholders. A draft report was completed in November 2001. The final report incorporates additional work carried out with key stakeholders since January 2002.

In undertaking the study, the study team obtained publicly available information from other jurisdictions; and consulted with DHT regional staff, other government departments and agencies, and major stakeholders, in particular the Saskatchewan Aviation Council. This information was supplemented through a questionnaire survey of forty-seven communities and using information from Executive Air and Air Ambulance.

A major issue identified by the study was the aging and deteriorating infrastructure of many of the airports in southern Saskatchewan. Although many of these airports are essential for air ambulance, RCMP aircraft, crop spraying and business, the available traffic is too low to generate revenues necessary to enable these airports to undertake major capital improvements. These improvements include such things as runway resurfacing, rehabilitation, improved lighting, runway extension and other major capital improvements.

A second issue raised was the concern of a few urban municipalities that indicated their airports are used extensively for regional purposes, serving not only local residents, but also the surrounding rural municipalities. These municipalities were interested in what role the province, as well as others, had in helping to address the need for airport improvements.

A third issue raised concerned the effectiveness of the department's existing Community Airport Assistance Program. This program currently funded at $104,000 per annum provides assistance to airports for annual maintenance, but not capital projects. The disbursements range from $750 to $3,700 per year depending on the size of the airport. Although those airports that receive funding see value in the program, there have been some questions raised to the strategic value of this program in support of airports in southern Saskatchewan. Some groups have suggested that DHT should change the focus of this program from maintenance to capital assistance and enrich the funding available.

The survey of airports and consultations with government departments and agencies, and other stakeholders identified that there was a problem with communities in southern Saskatchewan being able to fully fund airports major airport capital improvements for their airports. These airports do not have scheduled air services but are important to communities for economic and social development.

DHT concluded that community and regional airports are important for regional economic and social development. However, at this time DHT does not have the financial resources to support an enriched capital airport program. DHT, however, will continue to work with stakeholders to explore alternative sources of funding for these important facilities.

Acknowledgements

We wish to acknowledge several organizations and agencies that provided advice and assistance for this study:

The Saskatchewan Aviation Council, in particular for initiating the study and its cooperation and active participation;

Citation Management Inc. for its economic assessment of three case study airports - Yorkton, Carlyle and Shaunavon, used in Section 8;

Sypher:Mueller for its analysis of the viability of smaller airports, used in Section 9;

The BC Ministry of Highways and Transportation, the Alberta Department of Transportation and the Manitoba Department of Transportation and Government Services for information on their airport assistance program used in Section 3;

Saskatchewan Health for information on air ambulance and medevac services and its assessment of airport conditions;

Saskatchewan Property Management Corporation for information on Air Transportation Services (Executive Air) and airport conditions;

Saskatchewan Environment and Resource Management (now Saskatchewan Environment) for its advice on forest firefighting operations;

Saskatchewan Economic and Cooperative Development (now Saskatchewan Industry and Resources) for sharing information on the role of urban municipal airports;

Saskatchewan Municipal Affairs, Culture and Youth for information on the Canada-Saskatchewan Infrastructure Program; and

Saskatchewan Highways and Transportation for providing information on northern airports and the current community airport assistance program.

Finally, we wish to thank all the airports in southern Saskatchewan who participated in our survey.

Table of Contents

1.0 Objective of Study 1

1.1 Background 1
1.2 Issues 2
1.3 Methodology 2
1.4 Outputs 3

2.0 Literature Survey 4

3.0 Airport Assistance Programs 9

3.1 British Columbia 9
3.2 Alberta 10
3.3 Manitoba 10
3.4 Saskatchewan 12

4.0 Airport Classification Systems 14

4.1 Transport Canada 14
4.2 British Columbia 15
4.3 Alberta 15
4.4 Manitoba 15
4.5 Saskatchewan 15

5.0 Inventory of Saskatchewan Airports 17

6.0 Airport Classification System in Saskatchewan 19

6.1 Introduction 19
6.2 Optional Airport Classification System for Discussion 20

7.0 Findings of Interview and Airport Questionnaire Survey 23

7.1 Air Ambulance Rating 23
7.2 Air Transportation Services 25
7.3 Findings of the Survey Questionnaire 26

8.0 Saskatchewan Airports Economic Assessment Study, March 2002 32

8.1 Study Findings 32

9.0 Provincial Ministers Study on the Viability of Smaller Airports 33

9.1 Findings 33

10.0 Assessment 34

Appendix A: 1989 Southern Saskatchewan Airport Classification Plan 35

Appendix B: Optional Airport Classification System 36

Appendix C: Inventory of Airports **39**

Appendix D: Medevac Air Service **47**

Appendix E: Saskatchewan Air Ambulance Accessible Landing Site **48**

Appendix F: Air Transportation Service Runway Availability **49**

Appendix G: Air Transportation Service Frequency **50**

Appendix H: Saskatchewan Health Priority Airports **51**

Appendix I: Regional Air Study Questionnaire **52**

1.0 Objective of Study

The main objectives of this report are to review and assess the issues facing small airports, with special reference to southern Saskatchewan, and to identify their economic contribution using three case studies. Secondary objectives are to compare the assistance program in other western jurisdictions, to develop an optional airport classification system for discussion with the Saskatchewan Aviation Council (SAC), and to provide an inventory of the airports.

1.1 Background

Air transportation is becoming increasingly important as a factor in social and economic development. At present the province does not have a regional air strategy.

There are several departments that are actively involved in air transportation. The Department of Highways and Transportation (DHT) owns and operates 18 airports in the north. It also assists non-department owned airports in making applications for the federal Airport Capital Assistance Program (ACAP). DHT also has a small Community Airport Assistance Program ($104,000) that provides annual maintenance assistance to a number of community airports.

Saskatchewan Environment Resource Management (SERM) operates a water bomber fleet to fight forest fires. Saskatchewan Health manages or operates an air ambulance service as part of its emergency medical service. Saskatchewan Property Management Corporation (SPMC) operates Executive Air for Ministers and senior officials on government business. The Royal Canadian Mounted Police (RCMP) also operates aircraft for transfer of prisoners and search and rescue missions.

Transport Canada has been devolving its airports to airport authorities and local governments since 1992. One of the rationales for this devolution was that locally operated or owned airports would be more responsive to local needs. Transport Canada remains the owner of the largest 26 national airports, which are leased to airport authorities. Other airports were transferred directly to the provinces or local governments. In Saskatchewan, Regina and Saskatoon have their own airport authorities. They received significant capital assistance to upgrade their airports, plus a rent-free agreement for five years, during which time they are expected to become financially sustainable.

Transport Canada has transferred several smaller airports in the province directly to municipal governments. These include Prince Albert, La Ronge, Swift Current, North Battleford, and Yorkton. The federal government reached individual agreements with the airports, typically providing them with some financial assistance prior to the transfer. DHT was not a party to these agreements. DHT understands the federal government was prepared to abandon airports that did not have schedule service, if the province or municipalities had no interest in them.

Although Prince Albert and La Ronge receive schedule passenger service, most of the small airports do not. Despite this, many of the small airports are important to communities, as well as the surrounding rural municipalities, for air ambulance service,

crop spraying and business aviation. Yorkton, for example, can have as many as three air ambulance flights daily.

In 1999, DHT and SAC established an Air Transportation Working Group (ATWG) to take a preliminary look at intra-provincial air transportation issues. The ATWG included representatives from SAC, the Saskatchewan Flying Farmers, the City of Yorkton, and DHT.

In December 2000, DHT's Deputy Minister, Ron Styles and Assistant Deputy Minister, Carl Neggers, met with representatives from SAC to discuss the findings of an ATWG report. At that meeting DHT agreed to work on the development of a regional/intra-provincial air study for the province.

1.2 Issues

This study addresses the following issues.

- **Airport Classification System** - There is a need to examine an airport classification system as a potential tool for airport prioritization.
- **Database** - DHT currently has little information on traffic, usage, revenue, airport conditions, infrastructure life and needs.
- **Funding** - DHT has been advised that the funds received from Transport Canada are running out for community airports that were transferred. The small urban municipalities appear able to operate and maintain their airports with their own resources, but their capital needs are, or are becoming, a problem. This is because their airports are aging, and they are reluctant to use property taxes to support current or future capital requirements of these airports as they also provide service to the residents of the surrounding rural municipalities.
- **Access** - Northern airports, many of which are owned by the province, have received government assistance and are generally in good shape. There is a need to look at air access for strategic southern airports. Aircraft used in ambulance service, as well as business aircraft and spray planes, require adequate runways.
- **A Review of Current and Future Investment Needs of Small Airports that do not Receive Schedule Passenger Service** - The province has a small program ($104,000 a year) for community airport assistance for maintenance activities. SAC recommends a shift in the focus of the on assistance from maintenance to capital improvements.
- **Viability of Small Airports** - A federal/provincial working group of officials has been looking into a study on the viability of small airports across jurisdictions. The study may identify a role for the federal government for some of these airports.

1.3 Methodology

1. DHT led the study and consulted with stakeholders to obtain information and to assess their views. Government stakeholders included Saskatchewan Economic and Resource Management (SERM) with its water-bombers and firefighting interest, Municipal Affairs and Housing, Economic and Cooperative Development (economic development

and tourism interest), Saskatchewan Health (air ambulance interest) and SPMC (Executive Air interest).

2. DHT consulted with external stakeholders such as SAC (general aviation and aerial sprayers), Area Transportation Planning Committees, the RCMP, and municipal airport operators.

   DHT conducted a literature survey of recent studies done in other jurisdictions such as British Columbia, Alberta and Manitoba, as well as studies by other provincial departments that impact on air transportation (i.e. Saskatchewan Health).

3. DHT developed an airport database using available published data and interviews with airport operators. The database includes such items as location, length of runway, type of runway, condition of runway, daytime/night time use, aircraft movements, airport users and usage. The database was subsequently used to develop a potential classification system for community airports in consultation with staff from the Northern Region.

1.4 Outputs

These include:

1. A literature survey;
2. A review of community airport assistance programs in western jurisdictions;
3. A description of current airport classifications systems;
4. An inventory of Saskatchewan airports;
5. Development of an optional airport classification system for discussion;
6. Analysis of current condition and requirement of community airports in Saskatchewan;
7. Findings of interviews and airport questionnaire;
8. A summary of the Saskatchewan Airports Economic Assessment Study, March 2002 (a detailed case study of three southern airports);
9. A summary of the Provincial Ministers Study on the Viability of Smaller Airports; and
10. Assessment.

2.0 Literature Survey

British Columbia

The BC Ministry of Transportation and Highways released its study, *Getting the Fact: Assessing Issues of B.C. Airport Viability,* in May 2001. InterVISTAS Consulting carried out the study, which it completed in March 2001.

The purpose of the study was to explore key issues affecting airports and to examine the impact on their financial viability. The study included 24 airports in the province, comprising its four National Airport System (NAS) airports, 19 regional airports and its single remote airport.

In their study, the consultants conducted surveys of airport managers as well as their own independent analysis.

The key issues identified were regional airport viability after devolution, the potential impact of federal regulations and Canadian Aviation Regulation (CAR) 308, and the perceived decline of federal financial support through ACAP. Other issues included air carrier restructuring impacts, NAS airports rents, NAS structure, long-term stewardship and governance of airports.

The major findings were as follows:

Regional Airport Viability - Financial viability was a major issue for some of the regional airports (airports receiving schedule service with less than 200,000 passengers a year). Financial viability was defined as the ability to meet capital and operating costs without government assistance. Forty percent of the regional airports reported they did not break even in 1999, and did not expect to do so in 2000. Eighty-three percent indicated they would not meet their capital budgets over the next five years.

Federal Regulations and CAR 308 - The study reported a considerable difference between the Transport Canada estimates for implementing CAR 308 regulations regarding Airport Emergency Intervention Services (firefighting) and the estimates of managers at the affected airports. InterVISTAS suggest that the airport managers may be underestimating the impact of CAR 308 on their costs.

ACAP - The consensus of airport operators was that the funding levels appeared to be inadequate for the increasing demands on the fund.

Air Carrier Restructuring Impacts - The impact of the first year of airline restructuring (merger of Air Canada and Canadian International Airlines Limited) on the airports was far less than anticipated. Three airports experienced negative impacts in terms of service and revenues, and another three airports experienced negative service impacts, but not undue revenue loss. Most of the other airports had neutral impacts.

NAS Rents - The NAS airports comprise the 26 largest airports in Canada that Transport Canada owns, but leases to airport authorities. Although Transport Canada currently collects rent from only eight of these airports, the study found that both Victoria and Vancouver pay rents that are inequitable relative to their peers.

NAS Structure - The 18 smaller NAS airports should be moved out of the NAS and should not be required to pay rents.

Long-Term Stewardship and Governance - There is concern that as the current trained cadre of airport managers the airport authorities inherited from Transport Canada retires, the next generation may not be as adequately trained as no national training standard or program exists.

It should be noted the Government of British Columbia has not yet made any decision with regard to the findings of the report.

Alberta

Alberta recently completed its *Alberta Aviation Strategy and Action Plan*. A Task Force produced the plan. Members of the Task Force included representatives from the airline industry, airport authorities, freight forwarders, municipal and economic development authorities, shippers and the tourism industry. InterVISTAS Consulting, Alberta Infrastructure and Alberta Economic Development provided technical assistance to the Task Force.

The goal of the Task Force was to write a "play book" to give all players (government, service providers, facilities owners and customers) a single, integrated game plan to be implemented over the next five years.

The fundamental premise of the plan is "Alberta must be competitive internationally." From this statement flowed the following six principles.

1. The aviation sector is a service industry; as such it should be driven primarily by customer demand.
2. A maximum number of competitively priced domestic and international connections must be available to and from all regions of the country.
3. Air facilities must be integrated throughout each region, including international, regional and community airports.
4. Inter-modal connectivity must be optimized, so that distribution and gathering of passengers and cargo is seamless for the customers.
5. Infrastructure development and logistical integration requires a collaborative investment plan supported by federal and provincial governments, as well as industry.
6. A supply of skilled people must be maintained in aircraft maintenance, avionics, airport management and other careers in the aviation sector.

The Action Plan is organized in four parts and is summarized in the Final Reports as follows:

Part I, Government Policy Framework - asserts that both a national and provincial air transportation policy is needed if Albertans are to succeed in the new economy. Fundamental changes in domestic policies and international agreements are essential for all Canadians to compete successfully in today's global market place.

Part II, Financial Stability - acknowledges that Canada, Alberta and the aviation sector are still in transition from a state-owned regime to a market-driven industrial economy. Transitions are never easy, and major reforms inevitably require fine-tuning as experience points the way to modulation. The Task Force plans to compile generic economic profiles that will serve to remind all stakeholders that market place realities must prevail. It also identifies five critical pressure points that must be relieved: viability of smaller airports, federal and provincial investment in facilities, major airport ground lease payment, CAR 308, and NAV CANADA fee structure and levels.

Part III, Business Strategies - examines impediments and pro-active responses to commercial challenges. While some of the solutions require government action (streamlining Canada and US customs procedures, for instance), most of the initiatives outlined in Part III call upon the aviation industry to take action. One action is Alberta's major airports pledging to extend their *Strategies for Developing Mutual Cooperation* beyond Calgary and Edmonton to regional and local airports and economic development agencies. A second action is calling on the Northern Gateway Action Group to devise a marketing plan to capitalize on economic activity such as a northern pipeline. A third is the Alberta aerospace industry undertaking a number of activities designed to create strategic alliances and increase sales and exports. Other actions include developing human resource strategies and exploring e-commerce opportunities.

Part IV, Action Plan Central - commits Alberta's aviation industry to a sustained effort over the next few years. It will establish the Aviation Strategy Action Group (ASAG) to oversee implementation, monitoring and updating of the Action Plan. Industry members will provide funding, but can also seek support for various initiatives from provincial and federal government sources.

In addition to the above, ASAG will negotiate a Memorandum of Understanding with Alberta Transportation to form a strategic alliance for the purpose of achieving the objectives of the Strategy and Action Plan, and promoting the *Alberta Advantage.*

<u>Saskatchewan Health: Saskatchewan EMS Development Project</u>

This project report was completed in November 2000 for the Minister of Health and the Associate Minister of Health. The overall purpose of the project was to make recommendations on the design of a provincial emergency medical services (EMS) that is client-centred, coordinated and ensures the most effective use of available resources. The report made 24 recommendations to increase efficiency and effectiveness. One of these recommendations was to "integrate air medical services into the EMS and medical transportation system" (Recommendation #7, p.33).

Although the focus of the report is on the rationalization and improvement of road ambulance service, the report sees air ambulance as an integral part of the EMS system, especially for communities that are remote or cannot access emergency road ambulance service for critical cases.

The report found the demand for air ambulance services has exceeded Saskatchewan Air Ambulance's capacity. It pointed out that the recent establishment of an intermediate level air medical service in La Ronge (with the assistance of a trained Emergency Medical Technician in flight) has helped to alleviate some of the demand "on advanced critical care service" that Saskatchewan Air Ambulance provides. This development has been very beneficial for northeastern Saskatchewan.

The report recommended the province work to establish a second, intermediate level, medical transportation service in the north on the western side of the province. The rationale for the addition of this service is that it would make it possible for Saskatchewan Air Ambulance to focus its efforts on the most critically ill or injured patients with fewer delays and turn-downs because aircraft is busy on other flights.

The report considered a helicopter-based air medical program, but did not support the implementation of such a program because of the high cost of such an operation, the limited range of helicopters, and their susceptibility to not being able to operate in poor weather. For these reasons, it endorsed the continued use of fixed wing aircraft for the air medical program.

The report reiterated that fixed-wing aircraft required adequate infrastructure, particularly year-round landing strips. It advised that as many as 20 existing landing strips cannot be used by air medical services on a full-time basis as "runways are too deteriorated or too short to provide a safe landing environment." It recommended the "province should continue to work with municipalities and other stakeholders to improve the number of safe year-round landing strips throughout the province."

Saskatchewan: Commission on Medicare, Caring for Medicare: Sustaining A Quality System (Fyke Report), April 2001

The mandate of the Commission was three-fold:

1. "To identify key challenges facing the people of Saskatchewan in reforming and improving Medicare."

2. "To recommend an action plan for delivery of health services across Saskatchewan through a model that is sustainable and embodies the core values of Medicare."

3. "To investigate and make recommendations to ensure the long-term stewardship of a publicly funded, publicly administered Medicare system."

The report made a number of recommendations to increase the efficiency and effectiveness of medical service in the province. One recommendation was for a province-wide plan for the consolidation of tertiary services delivered in Saskatoon, Regina and Prince Albert and a network of 10 to 14 regional hospitals for basic acute and emergency service. A second

recommendation was to move to 9 to 11 health districts, and a clarification of their relationship to the Government of Saskatchewan. A third recommendation was to increase government investment in health research to one per cent of its health spending. The report did not specifically address the issue of medical air transportation (air ambulance and medevac). However, it did support several key recommendations of the EMS Review (above) to ensure faster response times, increase training levels and to coordinate dispatch across the province.

Saskatchewan: Action Committee on the Rural Economy (ACRE)

ACRE took a comprehensive look at the rural economy and made several recommendations to improve by building on our strengths, promoting value-added industries, developing niche markets, and promoting business in rural areas. One of the issues addressed was the development of an effective and efficient transportation network, including air transportation. The Agricultural Subcommittee Report (June 7, 2001) recommended, among other things "that the Government of Saskatchewan actively pursue increased air access to major business and resource hubs to meet the needs of business travelers."

3.0 Airport Assistance Programs

Several of the provincial jurisdictions have programs to provide financial assistance for community airport maintenance or capital assistance or in some cases both maintenance and capital improvements. In this section we focus on programs in the four western jurisdictions.

3.1 British Columbia

British Columbia's Air Transport Assistance Program (ATAP) had been in operation since 1978. The British Columbia Transportation Financing Authority (BCTFA) administered the ATAP. Program funding averaged $2.57 million per year until the current fiscal year when funding for the program ceased. This program provided financial assistance for capital works at community-owned airports. The program did not fund operation or routine maintenance of airports.

The main purpose of ATAP was to provide BC communities with basic air access, especially for medevac and resource protection requirements. Over 70 community airports have benefited from the program since its inception.

Most ATAP funds were directed to the rehabilitation of existing airport infrastructure. The ATAP required financial participation of the applicant for expansion projects.

The ATAP was an application driven program. It was available to municipal and community airports, and was not intended to support airports that were eligible for federal capital assistance (ACAP). In addition, ATAP was not intended to meet the future capital needs of airports that were transferred under the National Airport Policy.

The applicant was required to justify the project expenditures, prepare cost estimates and manage construction. The applicant had to commit to maintain and operate the new or upgraded facilities to federal standards. BCTFA reviewed the application to ensure that both the applicant and the project were eligible; that preparatory work was complete; that cost estimates were reliable; that applicants could manage the project and resulting facility; that it adequately addressed environmental concerns; and that the project supported the overall provincial airport network.

Although ATAP financed up to 100 percent of some small projects, applicants were expected to cost share big projects. Generally speaking, the higher the cost of the project, the higher was the expected contribution of the applicant.

There is no funding in the current fiscal year 2002-03. The new government (Liberal) has indicated it will consider reestablishing the program when it gets its finances in order and achieves a balanced budget.

The BC Ministry of Transportation itself does not own any airports. The Ministry of Forestry owns and operates a number of strips for firefighting purposes.

Currently 20 airports in BC are eligible for ACAP as they receive schedule service.

3.2 Alberta

The Alberta Community Airport Program provides capital assistance to small community airports or municipal airports that do not receive schedule service for runway rehabilitation. The current budget allocation is $2 million, down from $2.5 million in past years.

Airports that qualify for federal ACAP funding and airports that provide a purely local function do not receive capital assistance. Applicants need to demonstrate a wider public interest in order to obtain capital assistance. This includes forest fire suppression, medevac operations and local and regional economic development.

There is no requirement to cost share, but applicants who indicate a willingness to do so, get preference for the available funds.

The eligible projects include major capital rehabilitation of the airside portion of the airport, specifically the aircraft operating areas such as runways, aprons and taxiways from terminals or aprons to runways.

Alberta Transportation previously owned 15 airports, but transferred these to the municipalities in the mid-1990s. It also provided transition funding of $6 million to the communities that took over the airports. The purpose of the transition funding was to help with future operation costs, as the airports were transferred in fairly good condition.

Alberta Transportation is currently funding a $170,000 study of the infrastructure and financial conditions of all its small airports. The Airport Stakeholders Action Group is undertaking the study.

Currently 10 Alberta airports qualify for ACAP.

3.3 Manitoba

The Province of Manitoba has two programs that provide financial assistance for its community airports that do not receive schedule service. They are Manitoba Airport Assistance Program (MAAP) and Manitoba Airport Capital Assistance Program (MACAP).

1. MAAP

The purpose of the MAAP is to assist municipalities in operating and maintaining safe airports. The grants are only available for airports to operate certified or registered airports that are open to public, are listed in Canada Flight Supplement that Transport Canada issues, and do not receive Class 1 & 2 Commercial Air Services. The application must be made annually prior to February 15 for the calendar year. The operating grants are $1,200 for airports with unpaved runway and $2,400 for airports with paved runway. These grants count as airport general revenue. The current budget allocation for these operating grants is $70,200.

Grants are only available to those airports that meet the following standards:

- At least one 2000 ft x 75 ft runway;
- Certification or registration by Transport Canada for day Visual Flight Rules (VFR) flying;
- The ability to expand to 2500 ft x100 ft;
- Meet all zoning requirements; and
- Certification or Registration by Transport Canada for day/night VFR.

The applications are reviewed to ensure the airport general revenues are used to cover the cost of operation, liability insurance and maintenance/improvement to the airport consistent with the Transport Canada requirements.

2. MACAP

The MACAP provides financial assistance for airport planning and capital investments at small airports that are not owned by the Manitoba government (including Crown Corporations or other government agencies), or operated by airport authorities, or qualify for federal ACAP assistance. The purpose of the program is to increase aviation safety and to support economic development. The annual budgetary allocation is $300,000.

The applicant must be the owners of public airports, and must agree to fund the proposed project on a 50/50 basis for projects that are valued at $5,000 or more. The airport must be able to meet the Canadian Air Regulation standard and the proposed project must meet good engineering and environmental standards.

The funds for capital assistance are distributed on a priority basis:

Priority 1:
- Runway, taxiway and apron rehabilitation and improvements.

Priority 2:
- Lighting of runways, taxiways, aprons, windsocks and obstructions;
- Navigational aids (other than non-directional beacons);
- Fuel storage and containment systems; and
- Utilities to service eligible items.

Priority 3:
- Removal of tree growth encroaching on the zoning limits;
- Purchase of safety-related airport operating or maintenance equipment;
- Fencing and air terminal building improvements;
- Equipment shop;
- Parking facilities; and
- Other items authorized by the Minister.

Manitoba Transportation and Government Services may provide technical advice, but does not provide detailed planning or engineering assistance to airports.

Qualifying airports are required to submit their applications by December 31 for approval by March 31.

The Manitoba government owns and operates 24 northern airports, of which 22 are currently staffed. The two unstaffed airports are in the process of being divested. In fiscal year 2001-2002, Manitoba spent $8 million on its northern airports. Of this sum only $400,000 was federal ACAP funding for two PAPI systems. Manitoba typically spends $7-8 million per year on its airports, with little ACAP assistance.

3.4 Saskatchewan

1. Community Airport Assistance Program (CAAP)

DHT assumed responsibility for the CAAP in 1974. Before this date, the now former Department of Government Services delivered the CAAP. The program currently provides financial assistance for airport operation and maintenance assistance only. Previously it provided capital assistance but because of limited funding in recent years ($104,000 per year), the focus of the program is on community airport maintenance.

Communities are classified as primary, secondary and local depending on their population, distance from nearby airport facilities and community service (hospital, RCMP etc.). To be eligible for classification under the program a community must have a population in excess of 300 people and located more than 16 km from an adequate airstrip. To be eligible the community airport needs to have minimum runway dimensions of 23 m x 914 m (75 ft x 3,000 ft). Primary and secondary airports could apply for assistance to a maximum $2,800 once every four years for surface treatment.

2. Northern Airports

DHT currently owns and operates 18 airports in the north. These airports support passenger service for northerners, facilitate tourism and mining development, as well as air ambulance and medevac services.

The airports at Stony Rapids, Uranium City, Fond-du-Lac and Wollaston Lake receive schedule passenger service. The other airports receive schedule charter service between the communities and the mine sites. In addition the airports at Buffalo Narrows, Stony Rapids, Meadow Lake, and Hudson Bay are used as the bases for SERM's water bomber aircraft.

Although DHT operates and maintains these airports at an annual cost of $1.2 million, it does not have a long-term capital budget. It has been successful in accessing federal ACAP assistance for the airports that receive schedule passenger service, with an average of at least 1,000 passenger movements per year for a three-year period. The program provides assistance for capital projects related to safety, asset protection and operating cost reduction.

Since 1996, Saskatchewan has received approximately $16 million in ACAP funds for its eligible northern airports. DHT has been pressing the federal government to extend the program to airports that receive schedule charter service, but has had no success to date.

DHT northern region estimates that it needs a capital program of $500,000 per year for its airports that do not receive schedule service. These airports support economic development such as ferrying employees between mine sites and northern communities, aerial surveys (mapping, mineral surveys), forestry fire patrols and firefighting and tourism. The airports also serve social development by providing access to communities that have no road access, especially in winter, and air ambulance and medevac services.

4.0 Airport Classification Systems

Jurisdictions typically classify airports for policy and program reasons. In this section we describe some of the existing airport classifications systems that are in use in Canada for prioritizing airports.

4.1 Transport Canada

Transport Canada classifies airports into five categories – namely, the National Airport System (NAS), Regional/Local Airports, Small Airports, Remote Airports and Arctic Airports.

1. NAS

NAS includes 26 airports located in the national, provincial and territorial capitals as well as others that receive schedule passenger service and handle at least 200,000 passengers each year. NAS airports account for 94 percent of all scheduled passenger and cargo traffic in Canada. By the end of the current year Transport Canada will have transferred all 26 NAS airports to not–for–profit airport authorities that will be responsible for the financial and operational management of the facilities under long-term lease agreements. Transport Canada retains legal ownership of NAS airports.

Regina and Saskatoon airports are the Saskatchewan NAS airports.

2. Regional/Local Airports

Regional/local airports are those that receive scheduled passenger service with an average of less than 200,000 passengers each year over a three-year period, and are of regional or local significance. These airports are being transferred to municipal authorities with full ownership. These airports have access to the federal ACAP because the lower traffic volumes may not generate enough revenues to cover cost of capital improvements.

La Ronge, Uranium City and Prince Albert are included in the category of regional/local airports.

3. Small Airports

These are the formerly federally supported airports, which have no regularly-schedule air service. They serve local interests only, such as general aviation and recreational flying. Many of these are being transferred to local authorities, with interim financial assistance to ensure that they are transferred in a safe condition.

North Battleford, Yorkton and Swift Current are included in the category of small airports.

4. Remote Airports

Remote airports provide the only reliable, year-round transportation link to isolated communities in northern BC, Alberta, Manitoba, Ontario and Quebec. The communities served by remote airports are dependent on air transportation to get the majority of their travellers and cargo in and out. Most of these airports are in the far north.

5. Arctic Airports

The Arctic airports are airports in the Yukon, Northwest Territories and Nunavut. These airports have been transferred to the territorial governments.

4.2 British Columbia

British Columbia employs the same airport classification system as Transport Canada.

4.3 Alberta

Alberta does not have an explicit airport classification system. The *Alberta Aviation Strategy and Action Plan* references four classes of airports - international airports (Calgary and Edmonton), regional airports (airports other than Calgary and Edmonton that receive schedule service), community airports (no schedule service), and privately owned airports (owned by petroleum and forestry companies, and individuals).

4.4 Manitoba

Manitoba, like Alberta does not have an explicit classification system, and employs the Transport Canada categories described above.

4.5 Saskatchewan

Saskatchewan's current airport classification system is outlined in its 1988 *Airport Assistance Policy* Manual. The manual identifies five categories of airports. These are shown in the Appendix A. The categories are:

- Transport Canada Airports;
- Provincial Airports;
- Primary Airports;
- Secondary Airports; and
- Local Airports.

Transport Canada airports are the airports that Transport Canada formerly owned and operated. They include Regina and Saskatoon International airports, which the Regina and Saskatoon Airport Authorities operate as a not-for-profit corporation under a long-term lease agreement, with Transport Canada retaining ownership. They also include the former military airports that have been fully transferred to municipal authorities such as the airports at Yorkton, North Battleford and Swift Current.

Provincial airports are the 18 airports the province owns and operates. They include Hudson Bay and Meadow Lake in the south, and 16 in the north.

Primary airports are community airports so designated by the Minister "based on the airport potentially providing relatively high, day/night VFR service to a large surrounding area." There are currently 13 airports that have been designated as primary. Examples include Estevan and Tisdale.

Secondary airports are airports so designated by the Minister "based on the airport potentially providing good quality day/night VFR service to a surrounding area located within 40 km (25 miles) of the airport." There are 41 secondary community airports. These include Melville, Shaunavon and Eston.

Local airports are community airports "so designated by the Minister based on the airport providing primarily local service." There are 129 of these airports. Examples include Fillmore, Montmartre, and Wilkie.

DHT employed the primary, secondary and local classification system to distribute both development and maintenance assistance under the former airport assistance program, with the primary airports receiving a higher and wider range of assistance than secondary and local airports.

5.0 Inventory of Saskatchewan Airports

The inventory of Saskatchewan airports is shown in Appendix B.

The sources of information used in compiling the inventory were the Canada Flight Supplement (July to September 2001), the Municipal Directory 2001, the Air Ambulance Map and a telephone survey of airports operators.

The inventory includes the following information:

- **Location** – the name of community the aerodrome serves when geographic location is not reflected in the aerodrome name, or the name of Canadian Forces aerodrome;
- **Population** – town/city and surrounding rural municipal population;
- **Airport Operator** – Operator information (e.g. Operator's name and phone number);
- **Airport Status** – certified, registered or military use;
- **Airport Service** – type of services provided at the aerodrome (e.g. fuel, aircraft maintenance);
- **Airport Users** – users include government aircraft, air ambulance, medevac, airlines, and private companies;
- **Type of Service** – type of service the airport provides to the community;
- **Lighting** – indicates if the runway lighting available at the airport;
- **Runway** – includes the length, width, and type of runway and condition;
- **Instrument Flight Rules (IFR)** – indicates if the airport facilities have instrument approach aids; and
- **Traffic Volume** – number of aircraft movements, where available.

Overall there are 148 airport/aerodromes in the province. These are owned as follows:

Transport Canada	2 (Regina and Saskatoon – leased to the local airport authorities)
Provincial Government	18 (2 in the south and 16 in the north)
Cities	10
Towns	55
Villages	10
Rural Municipalities	9
Private	43
Military	1 (Department of National Defence)

The 148 airports have the following surface types:

Asphalt	42
Gravel	37
Clay	2
Turf	62
Other	5

Of the 148 airports, 38 have instrument approach aids (IFR) and the rest, 110, have VFR.

Of the 148 airports, 72 have runway lights, and 76 can only be used in daylight.

Details of the individual airports can be found in Appendix B.

6.0 Airport Classification System in Saskatchewan

6.1 Introduction

In 1994 DHT staff reviewed the 1988 classification system, and proposed a new one, but it was not implemented. The present study team undertook to revisit the classification system at the request of SAC, and to propose a revised one for discussion.

The proposed classification system in the 1994 *Review of Community Airport Assistance Program* was to assist in allocating a substantially reduced Community Airport Assistance Program because of pressures on the provincial budget and deficit reduction. The budget allocation for the Community Airport Assistance Program was reduced from $300,000 per year to $104,000.

The criteria for the proposed airport classifications were:

i. Runway Geometrics

Transport Canada Runway Certification Code System

		Width (metres)			
Code	**Runway Length (metres)**	**A**	**B**	**C**	**D**
1	less than 800 m	15	18	23	-
2	800 m – 1 199 m	23	23	30	-
3	1 200 m – 1 799 m	30	30	30	45
4	1 800 m and over	-	-	45	45

ii. Airport Usability

Airport usability is defined by either non-instrument VFR or non-precision approach instrument – capability and airport runway edge lighting.

iii. Community Population

An air facility network designed to support the economic and social development of the province population is representative of the critical mass necessary for economic development.

iv. Community Services

Those communities with full hospital facilities receive high community services rating compared to those with health centres.

v. Spatial Relations

Adequate coverage of the province is determined by the spatial relations of the regional, primary and secondary airports.

vi. Certification Status

> Transport Canada issues airport certification under prescribed condition, i) airport in a built-up area, ii) schedule service provided, and/or iii) airport includes flight training school.

The purpose of the classification was to assist in allocating limited funding ($104,000) for the community airport network and to minimize undesirable duplication. Hence, the radius restrictions. The recommendation was to limit funding to operations and maintenance, and to eliminate separate funding of non-directional beacon (NDB). At the time of the 1994 study, the federal government provided capital or development funding for community airports under its local/local commercial program. The implicit assumption was that community airports would be able to access federal funds for capital improvements. However, the federal government, with the adoption of the National Airport Policy, eliminated the local/local commercial program and replaced it with ACAP. Under ACAP, only airports that received schedule service, but with traffic that was too low for self-financing, qualified for assistance. This meant that community airports without schedule services were on their own.

Based on the criteria stated above, the review proposed a four-fold classification of regional, primary, secondary and local airports. DHT, however, neither endorsed nor rejected the classification system. It administers the reduced funding program with the existing classification system in place (Appendix 1).

6.2 Optional Airport Classification System for Discussion

The study team reviewed the classification system that was proposed in the 1994 study. The team saw the criterion of community population as too restrictive as the airports typically served not only the local community but also the surrounding municipality. Hence, the team expanded the population criterion to include both the population of the community and the surrounding rural municipality.

The team excluded the airports in Regina and Saskatoon from the classification, as they have become airport authorities. The team also excluded the department-owned airports, the airports that qualify for ACAP assistance and privately owned airports from the classification. The team took the view that the purpose of the classification system was to prioritize airports for possible provincial capital assistance that did not receive schedule service and therefore did not qualify for ACAP. The team also took the view that department-owned airports that did not receive schedule service might be seen as having an advantage in competing for assistance, as DHT airports would not be at arm's-length, unless a special mechanism was put in place. The study team took the view that the department was quite capable of making its own case for government capital assistance, and its airports were not in the same class as community airports in southern Saskatchewan that do not receive schedule service.

The suggested criteria for classification are:

- **Population** (total of community and surrounding rural municipality) - the higher population, higher classification;
- **Airport Utilization** - greater range of users, higher the classification;
- **Base Operators**- the more operators, the higher the classification;
- **Runway Geometrics** - the greater the runway length and harder the surface, the higher the classification;
- **Critical Aircraft** - the greater the types of aircraft handled, the higher the classification;
- **Airport Usability** - the higher the usability (IFR), the higher the classification;
- **Runway Lighting** - the better the lighting, the higher the classification; and
- **Certification Status** - higher classification if certified than if registered.

The suggested criteria for regional, primary, secondary and local airport are given below. The details of the optional airport classification by type are shown in Appendix C

Regional Airports (Major Transport)

- **Population** — Population base over 5,000
- **Hospital** — Greater than 50 beds
- **Airport Utilization** — Wide usage (business jets, air couriers, private charter, air ambulance, flight school, police)
- **Base Operators** — Several users
- **Runway Geometrics** — Asphalt, 1 200 m x 30 m (4,000 ft x 100 ft), T.C. Code 3
- **Critical Aircraft** — Small jets
- **Airport Usability** — High usability, IFR and VFR.
- **Lighting** — Medium to high intensity runway edge lighting
- **Certification Status** — Certified for public day/night operations, or meets Transport Canada criteria for certification

Primary Airport (General Transport)

- **Population** — Population based between 2,000 and 5,000 people
- **Hospital** — Between 15 and 49 beds
- **Airport Utilization** — Moderate usage (private charter, air ambulance, police)
- **Base Operators** — Fewer users than regional
- **Runway Geometrics** — Asphalt, min. 914 m x 23 m (3,000 ft x 75 ft), T.C. Code 2
- **Critical Aircraft** — General aviation, single engine and light twin engine
- **Airport Usability** — Limited with non-instrument capability
- **Lighting** — Low to medium intensity runway edge lighting
- **Certification Status** — Registered aerodrome as per Transport Canada standards

Secondary Airport (Basic Transport)

- **Population** — Population base between 1,000 and 2,000 people
- **Hospital** — 1-15 beds

- **Airport Utilization** Some usage (private charter, air ambulance, police)
- **Base Operators** Limited number
- **Runway Geometrics** hard surfaces, 800 m x 23 m (2,625 ft x 75 ft), T.C. Code 1
- **Critical Aircraft** Single engine and light twins
- **Airport Usability** Non-instrument capability
- **Lighting** Low intensity runway edge lighting
- **Certification Status** Registered aerodrome as per Transport Canada standards

Local Airport (General Utility)

- **Population** Population base less than 1,000 people
- **Hospital** No hospital
- **Airport Utilization** Limited usage (spray applicators)
- **Airport Base** Very limited, e.g. some private planes
- **Runway Geometrics** No hard surface (e.g. turf, clay, earth etc.)
- **Critical Aircraft** Single engine
- **Airport Usability** Non-instrument capability
- **Lighting** No lighting
- **Certification Status** Registered aerodrome as per Transport Canada standards

These are airports not classified as regional, primary, or secondary. These airports typically have turf runways in small rural communities and are used primarily for recreation, (e.g. flying farmers or aerial spray applicators with smaller aircraft).

7.0 Findings of Interview and Airport Questionnaire Survey

7.1 Air Ambulance Rating

Saskatchewan Health has responsibility for the air ambulance and medevac program and budget. It contracts with SPMC Air Transportation Services for the pilots and maintenance of the aircraft. Saskatchewan Health also contracts with the Saskatoon Health District to provide nursing and paramedic assistance on air ambulance flights. Saskatchewan Health utilizes commercial aircraft on an invoice basis for medevac services in remote northern communities. Medevac is used for serious but not critical cases were hospital services are limited.

Saskatchewan Air Ambulance aircraft is based in Saskatoon. At present it has three aircraft, the new King Air 200, a 1990 Piper Cheyenne 3A (maximum take-off weight 11,000 lbs) and a 1978 Piper Cheyenne 2 (9,000 lbs maximum take-off weight). The Cheyenne 2 will likely be sold when a second King Air 200 enters service. The Chief Pilot, Air Ambulance Service, advises that they are having difficulty finding parts for the Cheyennes, as these aircraft are no longer in production. Saskatchewan Health took delivery of its first King Air 200 in November 2001. This aircraft has a maximum take off weight 12,500 lbs.

The Chief Pilot concurs, with the assessment of DHT's Regional Airport Coordinator, Northern Region, that the King Air 200 will require 3,000 ft paved runway (or seal-coated runway) or a 3,500 ft gravel runway.

Medical flights provided by commercial aircraft supplement the government air ambulance service for people who are critically ill or injured. For example, the Mamaweetan/Churchill River Health District has an agreement with Transwest Airlines to provide air transportation for intermediate care cases (with the assistance of a trained Emergency Medical Technician in flight) out of La Ronge for the east side of the province (north of Prince Albert). The Department of Health is looking into a similar arrangement on the west side of the province. These arrangements will free up the Saskatchewan Air Ambulance for the more critical cases.

Saskatchewan Health is also looking into an agreement with Health Canada to manage medevac services for its clients. Currently, Health Canada accounts for 70 – 80 percent of medevac flights on the east side of the province and 65 percent on the west side. Saskatchewan medevac flights are shown in Appendix D.

Saskatchewan Health provided the study team with a map of airports that air ambulance access, including its rating of the airport runway conditions. This map is shown in Appendix E.

The map shows 70 airports that air ambulance use in the province, including Regina, Saskatoon and Prince Alberta. These air ambulance airports are owned or operated as follows:

- Airport authorities 2
- Provincial government 15
- Private corporations/individuals 12
- Cities 8
- Rural municipalities (RMs) 5
- Towns 26
- Villages 2

Based on the Air Ambulance Map and the assessment of the Chief Pilot, 30 of these have good runway surface condition and 40 have limited or inadequate surface condition.

Of the 22 airports air ambulance use in the Northern Administrative District (NAD):

- 14 are rated with good runway condition (8 DHT, 1 Town, 5 Private); and
- 8 are rated with limited runway condition (5 DHT, 3 Private).

Of the 48 airports air ambulance use in the south:

- 16 are rated with good runway condition (2 Airport Authority, 7 City, 4 Town, 2 DHT, 1 Private); and
- 32 are rated limited runway condition (2 Private, 2 Village, 5 RM, 22 Town, 1 City).

The reasons for the limited accessible landing sites are:

- Runway surface is turf that is not usable in wet weather;
- Gravel surface runway is soft when wet/saturated;
- Asphalt surface runway is deteriorating or soft when temperatures are high;
- Non lighted; and
- Length of runway is less than 3,000 ft on asphalt or less than 3,500 ft on clay/gravel/turf surface.

DHT's Northern Region Airport Coordinator advises that the King Air 200 aircraft will impact some of our airports. The King Air 200 requires a 3,000 ft paved runway or seal-coated runway (hard surface), or a 3,500 ft gravel runway. The runways at Patuanak, Pinehouse, Beauval, Camsell Portage and Pelican Narrows are not long enough for the King Air. In addition some of our northern airports cannot be used at nights because of the lack of lighting, for example Pelican Narrows, Camsell Portage, Dore Lake and Hidden Bay. There will also be pressure to lengthen the runway at La Loche, as it has received approval to build a new health clinic.

7.2 Air Transportation Services

The Director, Air Transportation Services (ATS) (includes Executive Air and Air Ambulance Services) identified runway length as a major issue. The Director provided a list of 68 airports (asphalt and gravel) used by ATS. Of these airports 17 were deemed too short and needed extension to a minimum of 3,500 ft (Appendix F) for the safe operation of air ambulance aircraft in particular.

The Director of ATS advises that the King Air 200 is now the industry standard for air ambulance service. It accommodates two stretchers and has three medical seats.

Currently ATS uses a King Air 350 for Executive transportation. This aircraft has a maximum take-off weight of 15,000 lbs, and 9-passenger capacity. The aircraft is used to Transport MLAs at the beginning and end of the legislature session who live a distance of 350 km from Regina. It is also used to transport Ministers to and from their constituencies and on government business outside of Regina on a regular basis.

The runway length requirement of the King Air 350, as with other aircraft, varies with take-off weight, and air temperature (and altitude of the airstrip). In general terms, the heavier the aircraft and the higher the temperature, the greater the runway length required. For example, for most of Saskatchewan, the King Air 350 with a take-off weight of 12,500 lbs and an outside air temperature of 15 degrees centigrade requires a runway length of 3,500 ft. At a temperature of -5 degrees centigrade and the same take-off weight, it requires a runway length of 3,100 ft. Generally speaking the King Air 350 requires a minimum of 3,500 ft for most operations, assuming it does not have to abort take-off.

ATS advises that the Cheyennes can use runways of 3,000 ft unless it is a very hot day, but even with 3,000 ft runway on a cool day, this has no margin of safety for accelerate stop purposes. ATS recommends a runway length of 3,400 ft for accelerate stop purposes on most days.

In addition to runway length, the Director of ATS advised that several airstrips used for air ambulance purposes do not have navigational aids, although this may be less of a problem as ground based aids give way to GPS. There is also a need for lights at some of the airstrips.

The Director identified a gap in air ambulance service network, no airstrip, between Kamsack and Hudson Bay. He also identified the airstrip at Carlyle in the southeast, Shaunavon in the southwest, and Sandy Bay in the Northeast as strategic airports. Presumably, these airports would qualify for priority treatment.

Overall, the main issues for ATS are runway length for safety purposes, priority improvements for strategic airports, the gap on the eastern side of the province (between Kamsack and Hudson Bay), navigational aids and lights at some airports.

The Director advised that the Fyke Report would have an impact on air ambulance service. In past years 60 percent air ambulance activity was in the north and 40 percent in the south. Currently, the split is 50-50. The expectation is that with the closure of small hospitals, the need for air ambulance service will increase. It is likely that air ambulance aircraft will be

stationed in both Saskatoon and Regina in the near future. Data on Executive Air and Air Ambulance frequency are shown in Appendix G.

Saskatchewan Health has identified 14 airports that it deems priority airports for air ambulance purposes. Some of these airports require resurfacing, some need to be upgraded from turf to hard surface, and some need to be lengthened. The airports, the required work and the potential classification are shown in Appendix H.

7.3 Findings of the Survey Questionnaire

Staff carried out a telephone questionnaire survey to obtain data on airports to supplement the inventory and to get better information on airport requirements and future needs.

Staff contacted 47 municipal and community airports in southern Saskatchewan that do not receive schedule service, but have other activity including air ambulance service. Of the 47 airports, three did not respond to the survey either because the airport operators could not be reached by phone after several attempts, or chose not to respond to our calls. The calls were carried out in August and September 2001.

Airport Ownership

The airports reported ownership as follows:

Owner	Number of Response	Percent Response
Cities	9	20.5%
Towns	24	54.5%
Villages	5	11.4%
Rural Municipalities	6	13.6%
Total	**44**	**100%**

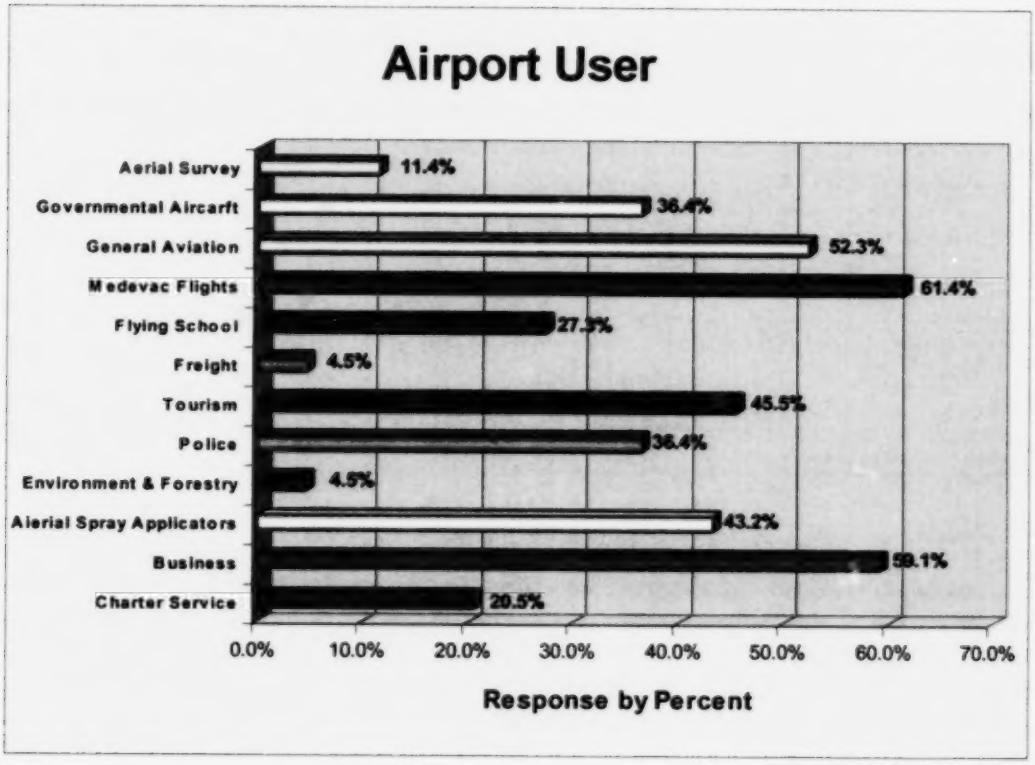
Operation of Airports

There was a close correspondence between the ownership of the airport and operator of the airports. The operators were as follows:

Owner	Number of Response	Percent Response
Cities	8	18.2%
Towns	22	50.0%
Villages	5	11.4%
Rural Municipalities	5	11.4%
Others	4	9.1%
Total	**44**	**100%**

Airport Users

In response to the question, "Who are your airport users?" the most frequent users in rank order were air ambulance/medevac flights, followed by business, general aviation, tourism, aerial spray applicators, government aircraft, and the police. Other users were flying schools, charter service, environment and forestry protection, aerial surveys, and local residents. The accompanying table shows the distribution of the responses.



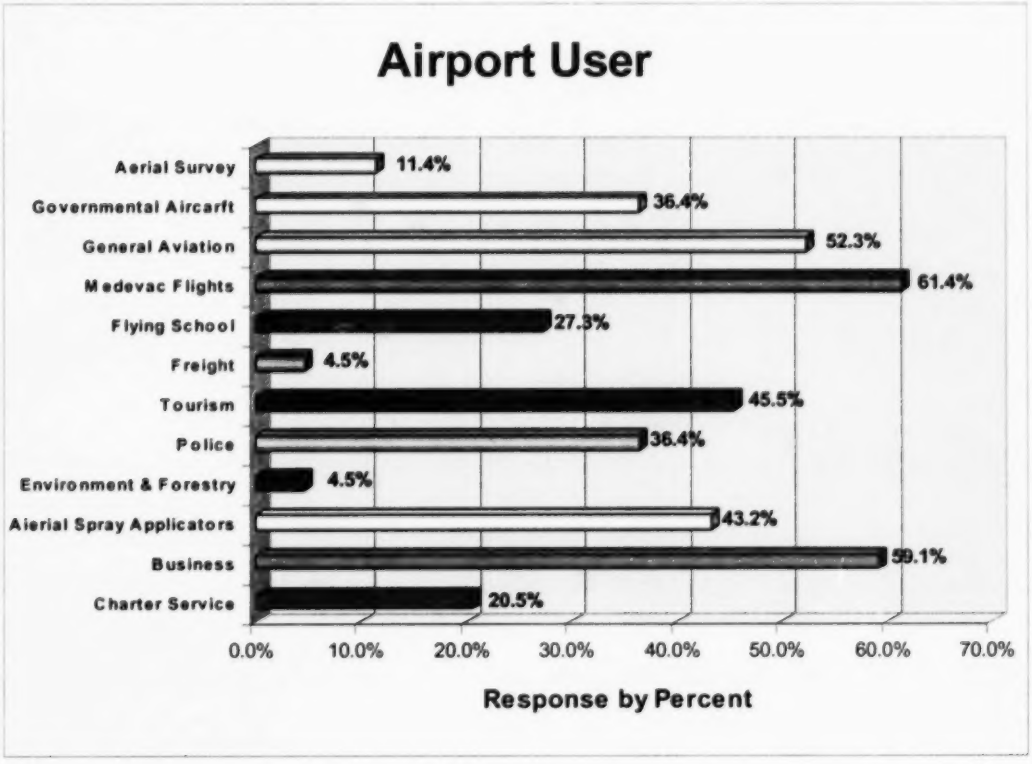
Business Based at the Airports

Twelve airports report business based at their airport compared to 32 who reported no business based at their airports. The most common businesses based at airports were aircraft repairs and fuel, flying school, and aerial spray applicators. The distribution of the responses were as follows:

Business activity	**Number of Response**	**Percent of Responses**
Business aircraft	2	8.7%
Aircraft maintenance/repairs/fuel	5	21.7%
Aerial Spray Applicator	4	17.4%
Flying School	5	21.7%
General Aviation (Recreation)	6	26.1%
Sky Diving	1	4.3%
Total	**23**	**100%**

Airport Users

In response to the question, "Who are your airport users?" the most frequent users in rank order were air ambulance/medevac flights, followed by business, general aviation, tourism, aerial spray applicators, government aircraft, and the police. Other users were flying schools, charter service, environment and forestry protection, aerial surveys, and local residents. The accompanying table shows the distribution of the responses.



Business Based at the Airports

Twelve airports report business based at their airport compared to 32 who reported no business based at their airports. The most common businesses based at airports were aircraft repairs and fuel, flying school, and aerial spray applicators. The distribution of the responses were as follows:

Business activity	**Number of Response**	**Percent of Responses**
Business aircraft	2	8.7%
Aircraft maintenance/repairs/fuel	5	21.7%
Aerial Spray Applicator	4	17.4%
Flying School	5	21.7%
General Aviation (Recreation)	6	26.1%
Sky Diving	1	4.3%
Total	**23**	**100%**

Air Traffic

None of the airports were able to provide information on the number of flights per week. Neither did the airports provide information on the number of enplaning or deplaning passengers as they did not receive schedule service or did not track passengers using charter service.

Technical and Operational Support

Most of the airports provided their own technical and operational support. A small number used the services of government and few used the local flying club. The distribution of the responses are shown below:

Service Provider	**Number**	**Percent**
Government	7	15.9%
Self	33	75.0%
Consultant	1	2.3%
Others	3	6.8%
Total	**44**	**100%**

Airport Fees

With respect to fees, only 15 airports collect fees for the airport use and 29 do not collect any fee. Of the 15 that collect fees, 11 provided numbers. The total fees the 11 airports collected was approximately $170,000 for an average $15,450. The total fees collected ranged from $400 to $42,000. Most airports reported that they did not collect fees as it would require having a full-time employee on site, but the low traffic volume did not justify it.

Type of fees	**Number of Responses**	**Percent of Airport**	**Average $**	**Range $**
Flying club membership	1	9.1%	3,400	N/A
Hangar	7	63.6%	8,590	400-10,000
Fuel concession	4	36.4%	11,675	1,200-36,000
Tie down	4	36.4%	900	750-4,300
Lots lease/parking	4	36.4%	9,113	2,500-26,000
Landing	1	9.1%	9,525	N/A
Miscellaneous	1	9.1%	8,000	N/A

Financing of Airports

The airports typically reported that they financed airport capital, and day-to-day operational expenditures from general revenues town/city budget. Others used the DHT grant, breakfast fundraising, donations from pilots, and contributions from the RM and surrounding district.

Need for Improvements

Eight airports reported they need to carry out major improvements in less than a year, and estimated their total financial costs at $1.6 million, ranging from $10,000 to $500,000 for individual airports.

Ten airports reported that they need to carry out major improvements within the next one to two years, and estimated the total cost at $3.2 million, ranging from $40,000 to $1,000,000.

Eight airports indicated that they would need to carry out major improvements within the next three to five years, but could not provide a specific figure, but thought it would run into over a million dollars.

Eighteen airports reported that would need to carry out major improvements in five or more years, but could not provide an estimate of the expected costs.

The following table summarizes the time frames and costs reported for major improvements.

Time Frame	Number	Total	Average ($)	Range ($)
< 1 year	8	1.6 million	201,375	10,000-500,000
1-2 years	10	3.2 million	322,000	40,000-1,000,000
3-5 years	8	?million	N/A	30,000-?million
>5 years	6	N/A	N/A	N/A
>10 years	12	N/A	N/A	N/A

Kind of Improvements

The kind of improvement operators most commonly identified was runway surfacing. Some identified lighting or improved lighting, and a few others identified runway extensions.

Reasons for Improvement

The most frequently reason cited was the deterioration of the asset, followed by safety and access for air ambulance and economic and social development.

M121

IMPORTANT NOTE CONCERNING THE FOLLOWING PAGES

THE PAGES WHICH FOLLOW HAVE BEEN FILMED TWICE IN ORDER TO OBTAIN THE BEST REPRODUCTIVE QUALITY

USERS SHOULD CONSULT ALL THE PAGES REPRODUCED ON THE FICHE IN ORDER TO OBTAIN A COMPLETE READING OF THE TEXT.

REMARQUE IMPORTANTE CONCERNANT LES PAGES QUI SUIVENT

LES PAGES SUIVANTES ONT ÉTÉ REPRODUITES EN DOUBLE AFIN D'AMÉLIORER LA QUALITÉ DE REPRODUCTION

LES UTILISATEURS DOIVENT CONSULTER TOUTES LES PAGES REPRODUITES SUR LA FICHE AFIN D'OBTENIR LA LECTURE DU TEXTE INTÉGRAL

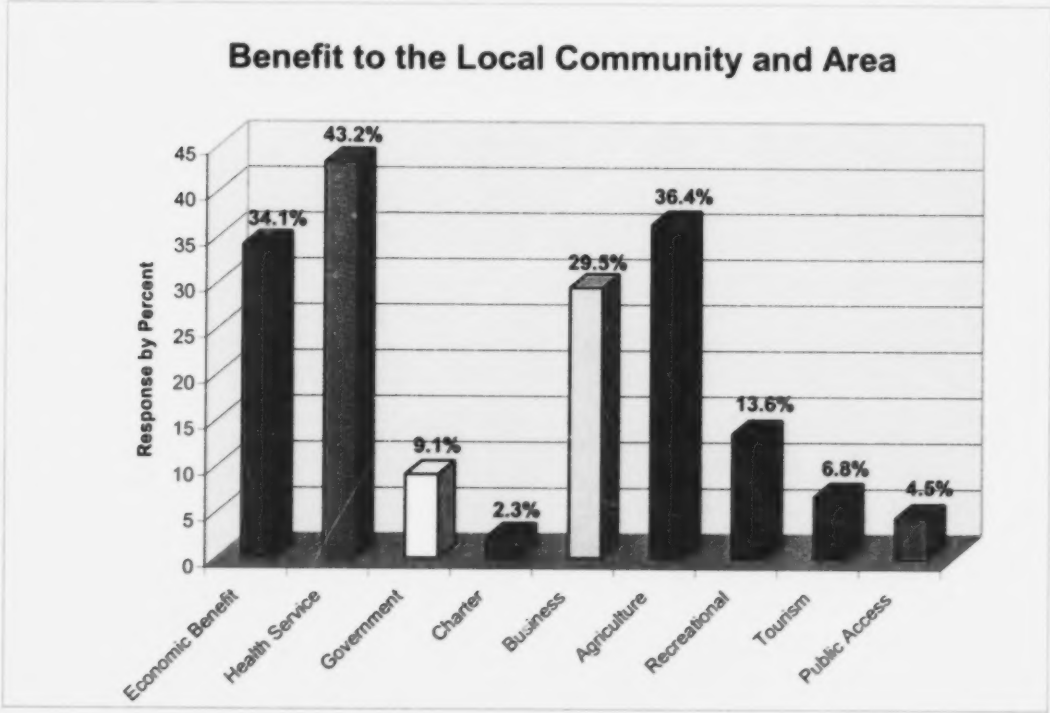
Micromedia
ProQuest

20 Victoria Street
Toronto, Ontario M5C 2N8
Tel.: (416) 362-5211
Toll Free: 1-800-387-2689
Fax: (416) 362-6161
Email: info@micromedia.on.ca

Local Community and Area Benefits

In response to the question "How does your airport benefit the local community and area?" the most common response was health service (air ambulance and medevac), followed by agriculture, economic development and business. If we combine the responses tourism and business with economic development, it is evident that the economic benefits of the airport figure quite prominently for community and area.

Airports indicated the airport benefit local community and area as follows:



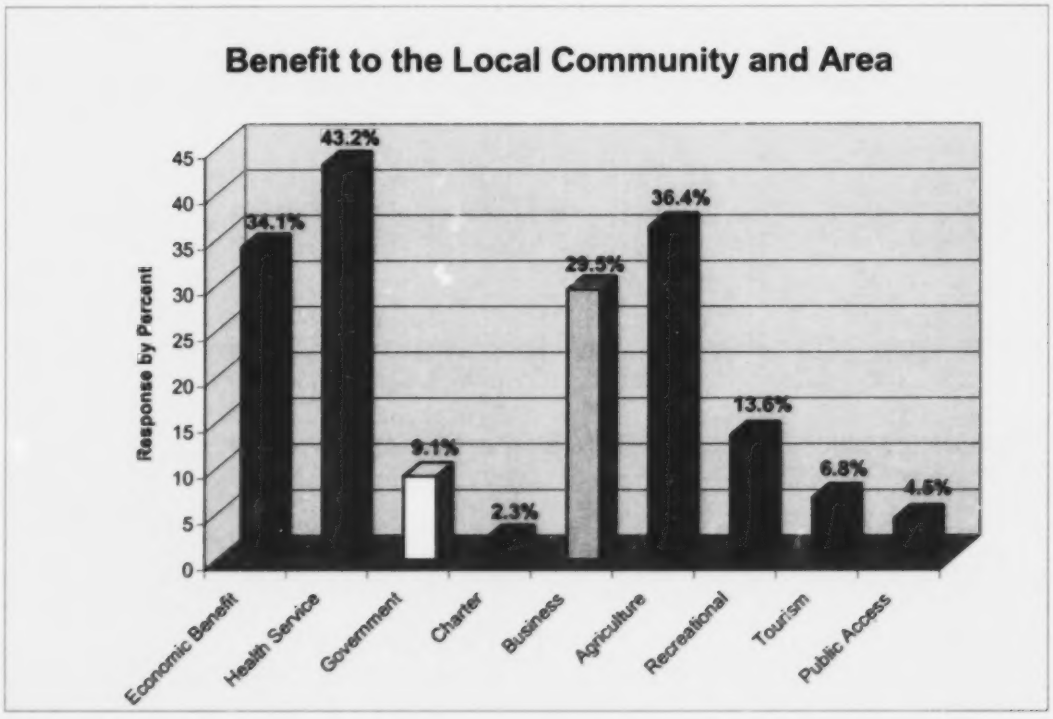
Criteria For Airport Classification

Respondents identified type of service and number of usage the most frequently, as criteria for developing an airport classification system, followed by type of runway surface, and medevac service. If we combine the criteria related to runway surface, such as type of runway surface and airport condition, then runway characteristics feature prominently as a major factor in airport classification.

Local Community and Area Benefits

In response to the question "How does your airport benefit the local community and area?" the most common response was health service (air ambulance and medevac), followed by agriculture, economic development and business. If we combine the responses tourism and business with economic development, it is evident that the economic benefits of the airport figure quite prominently for community and area.

Airports indicated the airport benefit local community and area as follows:



Criteria For Airport Classification

Respondents identified type of service and number of usage the most frequently, as criteria for developing an airport classification system, followed by type of runway surface, and medevac service. If we combine the criteria related to runway surface, such as type of runway surface and airport condition, then runway characteristics feature prominently as a major factor in airport classification.

Criteria	Number of Responses	Percent of Airport
Airport services (aircraft)	7	15.9%
Number of users	6	13.6%
Population	3	6.8%
Air Ambulance/Medevac	4	9.1%
Traffic volume	3	6.8%
Type of runway surface	6	13.6%
Facility available	1	2.3%
Airport condition	4	9.1%
Distance from major city	4	9.1%
Runway length	4	9.1%
Lighting system	4	9.1%
IFR	2	4.5%
Hours of operation (winter)	3	6.8%

Other Comments

Respondents were given the opportunity to make comments and suggestions. The following comments were received:

- Before the capital fund is given, the government should consider the community's capabilities to maintain the airport in the future because it is a big expense for the city/town.
- Many airports will close without government funding, the government should help to maintain some strategic airports.
- Small airports are very difficult to maintain.
- Increased government help is needed, especially in some rural areas.
- The criteria for funding should not be based on whether the airport had schedule service. High industrial base, manufacturing, economic growth also should be considered.
- Have enough money to maintain but do not have money for major improvement.
- Provincial grant (Community Airport Assistance Program) is not enough.
- Grant is needed to maintain the airport.
- No funding was available for improvement. Community airports need more provincial government involvement.
- More provincial and federal funding is needed to ensure the continued operation of small airports.
- Reject funding from government many times, runway is too close to the hanger that did not meet the regulation standard.

8.0 Saskatchewan Airports Economic Assessment Study, March 2002

In January 2002, staff briefed the Executive on the preliminary findings of the present study. The Executive directed staff to continue working with SAC, and to carry out a more detailed analysis of the economic impacts of small airports. Staff subsequently met with SAC on a number of occasions to discuss air issues, and both staff and SAC agreed to cooperate on doing the more detailed analysis.

Staff developed the terms of reference for the study, and in consultation with SAC, contracted with Citation Management Inc., Saskatoon, to carry out the study with SAC providing the consultant with administrative support.

The Terms of Reference included the assessment of:

- Direct economic impact in terms of employment at airport site, revenue to operator of airports, revenue or income accruing to businesses based at airports, contracting for airport maintenance and capital improvements.
- Indirect benefits to off-site businesses and other users of the airport in the community, including business and leisure travel, tourism and related spending.
- Spin-off effects of the airport for the community and any other benefits that the consultant may identify.
- Three case studies of airports that represented more than a local function.
- Completion date, March 31, 2002.

The case studies were Yorkton, Carlyle and Shaunavon.

8.1 Study Findings

The consultant interviewed town officials responsible for the airport, community leaders, businesses based at the airport, and local businesses and other users of the airports. The consultant confirmed the importance of the airports for both social and economic development of the community and the region around it.

The consultant quantified the direct and indirect benefits (annual) as follows:

Yorkton	$7.55 million and 52 job positions at the airport
Carlyle	$1.11 million and 6 job positions at the airport
Shaunavon	$1.51 million and 5 job positions at the airport

The consultant identified, but could not quantify, other spin-off effects. They included attraction of business, agriculture (aerial spraying), air ambulance service, air taxi, and charter service for oil and gas companies.

The consultant reported that both businesses and local officials viewed these airports as serving both as a regional, economic and social development function. The local government officials saw the need for a capital assistance program for their airports, and supported a local cost share contribution of 30-50 percent towards a program.

9.0 Provincial Ministers Study on the Viability of Smaller Airports

Provincial Ministers sponsored a study on the Viability of Small Airports in 2001. Ministers were concerned that several of the smaller airports, which Transport Canada transferred to municipal governments as part of devolution under the National Airport Policy, would likely face financial difficulties, without external financial support. Transport Canada claimed that the evidence for the alleged financial difficulties was purely anecdotal, and it wanted to see hard evidence.

Transport Canada was invited to participate in the study but declined because of a disagreement over the terms of reference. Transport Canada wanted to limit the study to a narrow financial analysis without consideration of its policy and regulatory issues that were impacting the airports. The provinces decided to proceed using, in part, a financial data collection instrument that Transport Canada had developed when it looked as if it would participate in the study.

A Steering Committee comprising provincial officials developed the Request for Proposal, evaluated responses from the consultant community, selected Sypher:Mueller as the consultant, and oversaw the study. The Secretariat of the Council of Ministers Responsible for Transportation and Highway Safety provided administrative support. The study looked at 26 airports, including Prince Albert, which has schedule service, and Yorkton, which does not.

9.1 Findings

The findings indicate:

- Four of the 26 sample airports are viable (can meet operating and capital costs). The average annual passenger traffic at these airports is 104,537.
- Nine of the 26 airports are self-sustaining (can only meet their operating costs, so will need external assistance for capital costs). The average annual passenger traffic at these airports is 69,654.
- Thirteen of the 26 airports are not self-sustaining (can not meet operating and capital costs without external financial assistance). The average annual traffic is 19,979.
- The ability to achieve self-sufficiency for many smaller airports does not look promising.
- Substantial efficiency gains have already been made, including a 31 percent reduction in human resource levels (the highest single operating costs) since the transition from federal operation.
- Revenue growth has already been significant, with many airports already implementing a passenger facility charge.
- Given a history of declining passenger traffic, significant growth appears unlikely.

10.0 Assessment

Overall the research demonstrates that there is a need for a modest capital assistance program for selected airports that do not receive schedule service, but are of strategic importance, because they serve provincial and regional economic and social development priorities. Examples include, Yorkton, Shaunavon, Carlyle, Leader, Swift Current, and North Battleford.

The department staff has worked jointly with representatives of the Saskatchewan Aviation Council over the past three years to follow through on commitments concerning a regional air study. There has been a tremendous amount of trust and goodwill built up with this major stakeholder group presenting aviation interest throughout the province. This work has also involved officials from Saskatchewan Health who are also keenly interested in the department's decision concerning this initiative. Health officials have stressed the importance of air facilities as part of heath care reform and the consolidation of heath districts and health care facilities throughout the province.

In consultations on the Regional Air Study with other government departments such as SPMC (Executive Air), DHT's Regions, Health, Industry and Resources (formerly Economic and Cooperative Development, Municipal Affairs and Housing, Saskatchewan Environment and the Rural Revitalization Office, all supported the need for a capital assistance program for small airports.

The Saskatchewan Airports Economic Assessment Study (Citation study) confirmed the economic contribution of airports in the case studies of Shaunavon, Carlyle and Yorkton, and quantifies benefits. One of the study findings was that a good airport is a big factor in attracting industry to areas outside the major cities.

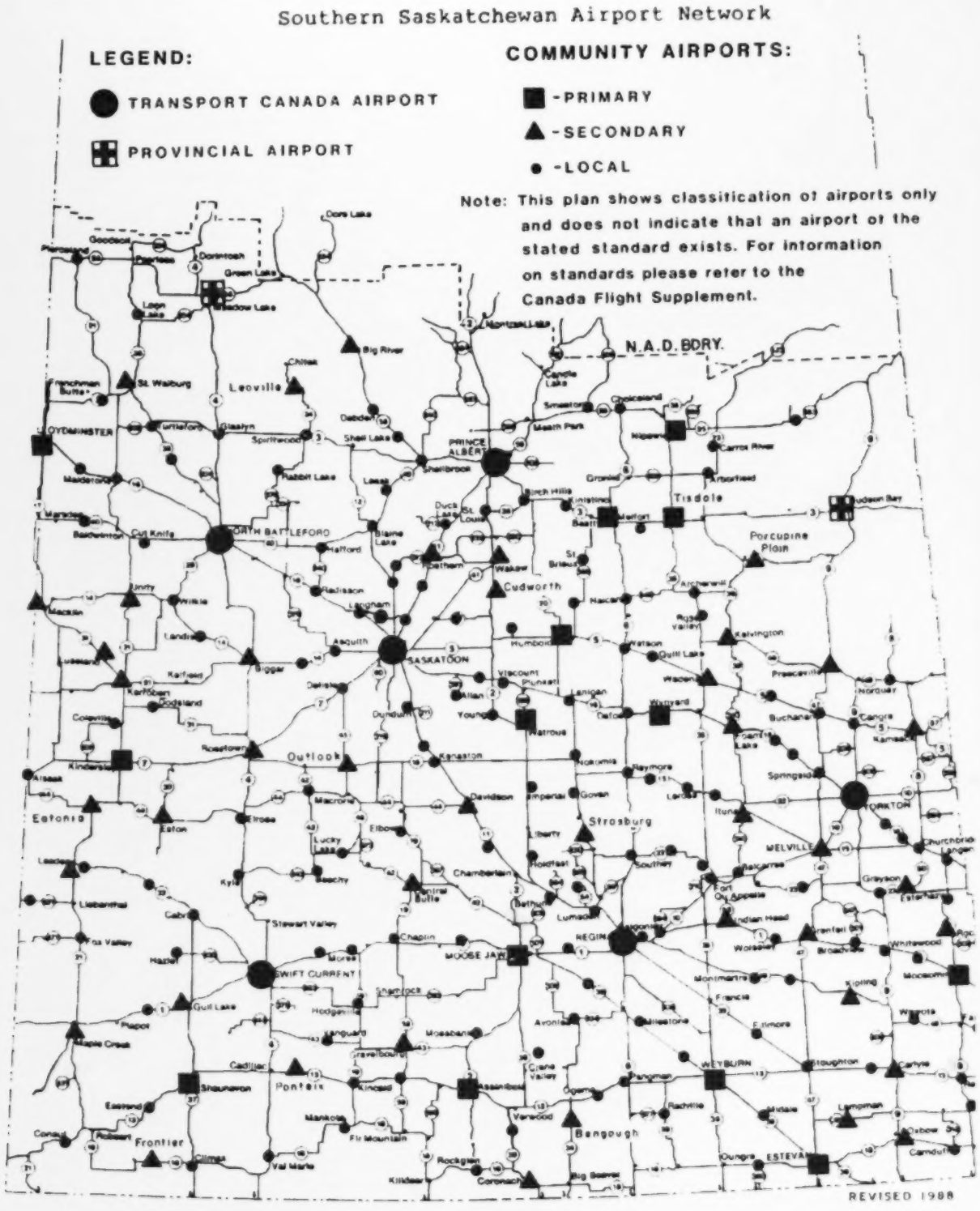
The Fyke Report identified the importance of air ambulance and medevac service to support the consolidation of health districts. A capital assistance program for small airports would facilitate air access for critical cases from rural and outlying areas.

In addition the department's survey of 44 airports found airports facilitate important services such as air courier, bank runs, RCMP aircraft, search and rescue, crop spraying, fire-suppression, aerial surveys, and air taxi. Provincial government aircraft like Executive Air and the water-bombers also use small airports.

Moreover, the infrastructure of many airports in southern Saskatchewan is aging and deteriorating, and the costs to fix them will increase the longer they are ignored. Service reliability and safety will also become a major issue.

Overall, DHT recognizes that the small airports do not have the resources for capital improvements. DHT further recognizes that several small airports are important for regional economic and social development. Unfortunately, DHT does not have the financial resources at this time to support such a program. It, however, will continue to work with stakeholders to explore alternative sources of funding.

Appendix A: 1989 Southern Saskatchewan Airport Classification Plan



Appendix B: Optional Airport Classification System

Regional Airports (Major Transport)

The following airports meet the criteria of regional airports (except where noted):

Location	Qualify on	Deficiency
Estevan	All criteria	None
Humboldt	Population, lighting, IFR	Runway length and width, hospital beds
Kindersley	Population, lighting, IFR	Runway length and width, hospital beds
Melfort	Population, lighting, IFR, hospital beds	Runway length and width
Moose Jaw Municipal	Population, lighting, IFR, hospital beds	Runway length and width
Nipawin	Population, lighting, IFR	Runway length and width, hospital beds
North Battleford	All criteria	None
Swift Current	All criteria	None
Weyburn	Population, lighting, IFR, hospital beds	Runway width
Yorkton	All criteria	None

Primary Airport (General Transport)

The following airports meet the criteria of primary airports (except where noted):

Location	Qualify on	Deficiency
Assiniboia	Population, lighting, IFR, hospital beds	Runway length
Biggar	Population, lighting, hospital beds	Runway length, IFR
Esterhazy	Population, runway geometric, lighting, hospital beds	IFR
Kamsack	Population, lighting, hospital beds	Runway length, IFR
Macklin	Population, runway geometric, lighting	IFR, hospital beds
Maple Creek	All criteria	None
Melville	Population, Hospital beds	Runway length, Lighting, IFR
Rosetown	Population, lighting, hospital beds	Runway length, IFR
Shaunavon	Population, runway geometric, lighting, hospital beds	IFR
Tisdale	All criteria	None
Unity	Population, runway geometric, lighting	IFR, hospital beds
Wynyard	Population, runway geometric, lighting	IFR, hospital beds

Secondary Airports (Basic Transport)

The following airports meet the criteria of secondary airports (except where noted):

Location	Qualify on	Deficiency
Big River	Population, runway geometric, lighting, runway surface	Hospital beds
Birch Hills	Population, runway geometric, lighting, runway surface	Hospital beds
Canora	Population, runway geometric, hospital beds	Turf, lighting
Carlyle	Population, runway surface, runway geometric, lighting,	Hospital beds
Cudworth Muni	Population, runway surface, runway geometric, lighting	Hospital beds
Eston	Population, runway surface, runway geometric, lighting,	Hospital beds
Gravelbourg	Population, runway surface, lighting, hospital beds	Runway length
Kerrobert	Population, lighting, hospital beds	Runway surface, runway length,
Kipling	All criteria	None
Kyle	Population, runway surface, runway geometric, lighting	Hospital beds
Lanigan	Population, runway geometric, hospital beds	Turf, lighting,
Leader	Population, runway surface, lighting, hospital beds	Runway length
Leoville	Population, runway surface, lighting, runway geometric	Hospital beds
Maidstone	Population, runway geometric, lighting, hospital beds	Turf surface
Moosomin	Population, runway geometric, lighting, hospital beds	Clay/gravel surface, lighting
Outlook	Population, runway geometric, lighting, hospital beds	Turf
Paradise Hill	Population, runway surface, hospital beds	Runway length, lighting
Rocanville	Population, runway surface, runway geometric, lighting	Hospital beds
Shellbrook	Population, lighting, hospital beds	Turf surface, runway length
Wadena	Population, runway surface, hospital beds	Runway length, lighting
Wakaw	Population, runway geometric, hospital bed	Gravel/turf surface, lighting
Watrous	Population, hospital beds	Clay/gravel surface, lighting, runway length and width

Local Airport (General Utility)

These are airports not classified as regional, primary, or secondary. These airports typically have turf runways in small rural communities and are used primarily for recreation, e.g. flying farmers or aerial spray applicators with smaller aircraft. Examples are:

Location			
Arborfield	Arcola	Beechy	Bredenbury
Briercrest South	Cabri	Central Butte	Churchbridge
Coronach/Scobey	Craik	Cut Knife	Davidson Municipal
Debden	Dinsmore	Eastend	Eatonia Municipal
Edam	Elrose	Ferland	Fillmore
Frontier	Gainsborough	Glaslyn	Goodsoil
Grenfell	Gull Lake	Hafford	Hanley
Hodgeville	Imperial	Indian Head	Ituna
Lampman	Leask	Lemberg	Lucky Lake
Lumsden (Colhoun)	Luseland	Naicam	Neilburg
Oxbow	Pangman	Porcupine Plain	Preeceville
Quill Lake	Radisson	Radville	Redvers
Rockglen	Spiritwood	St. Brieux	Wawota
Whitewood	Wilkie	Willow Bunch	

	1988 Classification	**1996 Proposed Classification**	**2001 Optional Classification for discussion**
Transport Canada	6	—	2
Provincial /DHT	2	—	2
Regional	—	9	10
Primary	13	11	12
Secondary	41	15	22
Local	129	87	53
Total	**191**	**122**	**101**

Appendix C: Inventory of Airports

Appendix C: Inventory of Airports

	Location	Community Function	Population		Base Operators	Airport Operator information		Airport Users
			Town	R.M.				
1	Arborfield		439	498		V. Cummings 306-769-8667	Reg	
2	Arcola		517	356	Burton Ag Air Ltd.	Town 306-455-2212	Reg	
3	Assiniboia	PSH	2,653	423		Town 306-642-4424	Reg	[AA], [EA], Business, General Aviation, Medevac
4	Beauval		785	Northern Village		SK Hwys & Transportation 306 235-1735	Reg	Courtesy, Transwest, RCMP, [AA], [EA], Mine charter, Medevac
5	Beechy		281	494		Village 306-8592205	Reg	
6	Biggar	PSH	2,351	1,022		Town of Biggar 306-948-3317	Reg	[EA], business, Aerial Spray Applicator, flying school, General aviation
7	Big River	PSH	826	872	Northwestern Helicopters Ltd.	Town of Big River 306-469-2112	Reg	[EA], police, General aviation. [AA]
8	Birch Hills		945	775	Court Air Services	Town 306-749-2232	Reg	[EA], Police, flying club
9	Bredenbury		368	886		Town 306-898-2055/2163	Reg	
10	Briercrest South		125	313		Randy Thiele 306-799-4451	Reg	
11	Buffalo Narrow		1,053	Northern Village	Courtesy Air	SK Hwys & Transportation 306-235-1735	Cert	Courtesy, Transwest, West Wind, RCMP, Mikisew, helicopters, SERM, Tourist, [EA], Court party, Medevac, general charter, Pilot training school, [AT], [AA]
12	Cabri		529	552		Town 306-587-2500	Reg	
13	Camsell Portage					SK Hwys & Transportation 306 235-1735	Reg	Transwest, Northern Dené, [EA], General charter
14	Canora	PSH	2,208	722	Miccar Enterprises Ltd.	Town 306-563-5822	Reg	
15	Carlyle	PSH	1,252	565		Carlyle Flying Club 306-435-6328	Reg	[EA], [AA]
16	Central Butte		521	414		Town 306-796-2288/2040	Reg	
17	Charlot River					SK Power Corp (Hydro Elect. Dam) 306-498-3377	Reg	[AA], [EA], Medevac
18	Churchbridge		815	876		Champion Air Park 306-896-2873	Reg	
19	Cigar Lake					Cigar Lake Mining Corp 306-633-2072 /306-665-2628	Reg	[AA]
20	Cluff Lake					Cogema Resource Inc. 306-244-2554	Reg	[EA], [AA]
21	Collins Bay					Cameco Corp 306-956-6381	Reg	[EA], [AA]
22	Coronach/Scobey		949	340		Montana Aeronatics Div 406-444-2506	Reg	[AA]
23	Craik		441	351		L. Carlson 306-734-2213/2360	Reg	
24	Cree Lake					Crystal Lodge 306-222-8654/8339 or 306-373-3499	Reg	
25	Cudworth		752	676		J. Saxinger 306-256-3320/3232	Reg	

Beds		Runway			Lighting	Surface Condition	IFR	Classification for discussion	Reason	Deficiencies
Hosp.	SCH	Type	Length	Width						
	36	Turf	2400	100	No	Rwy Slightly undulating	No	Local (private)		
13		Turf/Clay	1825	80	No		No	Local		
		Turf	2239	80						
17	104	Asphalt	2950	150	Yes	Deteriorating (CFS)	Yes	Primary	Pop/lighting/IFR/ Hosp. Beds	Run. Length
		Asphalt	2850	150						
		Gravel	3150	75	Yes	Subject to seasonal and/or climatic variation (CFS), Soft when wet (AA)	No	Northern/DHT		
		Turf	2450	135	No		Yes	Local		
20	60	Asphalt	2500	75	Yes	Surface deteriorating (AA)	No	Primary	Pop/lighting/hosp. Beds	Run. Length/IFR
9	29	Treated gravel	3300	65	Yes		No	Secondary	Pop/runway geometric/lighting/ runway surface	Hosp. Beds
	30	Asphalt	2660	75	Yes		No	Secondary	Pop/ runway geometric/runway surface	Hosp. Beds
		Turf	1800	75						
		Turf	2800	100	No		No	Local		
		Turf	1900	45	No		No	Local (private)		
		Asphalt	5000	100	Yes	Good (AAR)	Yes	Northern/DHT		
		Asphalt	2300	75						
	22	Clay	2400	75	No	Rwy soft when wet (CFS)	No	Local		
		Gravel	2870	65	No	Subject to seasonal and/or climatic variation (CFS)	No	Northern/DHT		
28	81	Turf	3400	150	No		No	Secondary	Pop/runway geometric/hosp. Beds	Turf surface/ lighting
	52	Asphalt	3200	75	Yes	Good (AAR)	Yes	Secondary (Private)	Pop/runway surface/runway geometric/lighting	Hosp. Beds
12	30	Turf	2400	75	Yes		No	Local	Pop/runway surface	
		Clay/Gravel	3320	88	Yes	Slope up (CFS), Limited (AAR), Good surface (AA)	No	Northern		
		Turf	2450	75	No		No	Local (Private)		
		Gravel/Sand	5100	100	Yes	Good (AAR)	Yes	Northern		
		Gravel	5280	120	Yes	Good (AAR)	Yes	Northern		
		Gravel	5200	100	Yes	Good (AAR)	Yes	Northern		
	16	Turf	3350	75	No	Rwy Slopes down W. (CFS)	No	Secondary		
	16	Turf	2100	60	No	Rwy slopes down W to E. (CFS)	No	Local (Private)		
		Turf	1900	35		Undulating (CFS)				
		Clay	3185	40	No	Rwy undulating, Rwy rises fr both thlds towards mid-point. (CFS)	No	Northern		
	32	Turf	2500	75	No		No	None		

Appendix C: Inventory of Airports

	Location	Community Function	Population		Base Operators	Airport Operator information		Airport Users
			Town	R.M.				
26	Cudworth Municipal	PSH	752	676		Town 306-256-3492	Reg	
27	Cumberland House		836	Northern Village		SK Hwys & Transportation 306 235-1735	Reg	Transwest, RCMP, [AA], [EA], M charter, Medevac
28	Cut Knife		585	486		Town 306-398-2363	Reg	
29	Davidson Municipal	PSH	1,105	304	Davidson Aero-Spray Ltd.	Town 306-567-2040/3035	Reg	General aviation, business, [AA
30	Davin Lake					W. (Bill) Pusch 403-932-5706 or 306-221-1288	Reg	
31	Debden		423	1,718		Town 306-724-2040	Reg	
32	Dinsmore		328	326		Town 306-846-2220/4509	Reg	
33	Dore Lake					SK Hwys & Transportation 306 235-1735	Reg	General Aviation
34	Eastend		616	615		Town 306-295-3322/3807	Reg	
35	Eatonia Municipal		469	598		Town 306-967-2251	Reg	
36	Edam		398	374		R.M. of Turtle River 306-397-2311	Reg	
37	Elrose		557	613	Walker Flying Service	Town 306-378-2202	Reg	
38	Esterhazy	PSH	2,602	962		Town 306-745-3942	Reg	[EA], Aerial spray applicator, [A
39	Estevan	SWR	10,752	1,078	Blue Sky Air Ltd., Sunrise Aviation Co. Inc.	City 306-634-8668	Reg	[EA], Charter service, Business, Fl school, General aviation, [AA]
40	Estevan/Bryant		10,752	1,078		M. Monteyne 306-634-6315/7703/7416	Reg	
41	Estevan (South)		10,752	1,078		Blue Sky Air Ltd 306-634-9333	Reg	
42	Eston	PSH	1,119	598	Slnclair Aviation Ltd.	Rural Municipal of Snipe Lake 306-962-3214	Reg	[EA], Aerial spray applicator, Gen aviation, [AA]
43	Ferland					Ferland Flying Club 306-478-2415/2451	Reg	Business, Aerial Spray Applicato police, medevac, [AA]
44	Fillmore		286	344	D. Air Farms Limited	M. Boll 306-722-3293	Reg	
45	Fond-Du-Lac					SK Hwys & Transportation 306 235-1735	Cert	Transwest, Northern Dené, RCM Point North, [AA], [EA], General mine charter, Schedule, Medeva
46	Frontier		309	333		R.M. of Frontier #19 306-296-2030	Reg	[AA], [EA], Business, Aerial Spra Tourism, General aviation, Medev
47	Gainsborough		296	301		Village 306-685-2010	Reg	
48	Glaslyn		374	691		Village 306-342-2144	Reg	
49	Goodsoil		278	1,090		Village 306-238-2094	Reg	Business, Police, Tourism
50	Gravelbourg	PSH	1,211	491		Town 306-648-3301	Reg	Tourism, General aviation, [EA], [
51	Grenfell	PSH	1,106	663		Town 306-697-2815	Reg	
52	Gull Lake	PSH	1,078	282		Rural Municipal of Gull Lake 306-672-4430	Reg	[EA], Aerial Spray, Gov't aircraf Business
53	Hafford		424	464		Town 306-549-2331	Reg	
54	Hanley		491	520		Town 306-544-2223	Reg	

Beds		Runway			Lighting	Surface Condition	IFR	Classification for discussion	Reason	Deficiencies
Hosp.	SCH	Type	Length	Width						
		Treated gravel	2800	75	Yes	Numerous surface breaks (CFS)	No	Secondary	Pop/runway surface/runway geometric/lighting	Hosp. Beds
		Treated gravel	2950	85	Yes	Good (AAR)	Yes	Northern/DHT		
	30	Turf	4000	150	Yes		No	Local		
11	37	Turf	3400	65	No		No	Local		
		Treated sand	1770	50	No		No	Northern (Private)		
		Turf	3000	100	No	Slopes down (CFS)	No	Local		
	19	Turf	2150	75	No		No	Local		
		Turf	3000	100	No	Subject to seasonal and/or climatic variation (CFS)	No	Northern/DHT		
	24	Turf	2500	150	No		No	Local		
		Turf	2300	200						
		Turf	2500	60	No		No	Local		
	18	Turf	2540	60	No		No	Local		
	35	Earth/Turf	3000	50	No	Rwy ruf. Rwy soft when wet (CFS)	No	Local		
18	60	Asphalt	3000	75	Yes	Good (AAR)	No	Primary	Pop/runway geometric/lighting/ hosp. Beds	IFR
91	80	Asphalt	5000	100	Yes	Good (AAR)	Yes	Regional	all	
		Asphalt	3000	75			Yes			
		Turf	2700	55	No	Rwy undulating (CFS)	No	None		
		turf	1500	40		Rwy undulating (CFS)				
		Turf/earth	2430	75	No	Rwy ruf (CFS)	No	None		
		Turf	2215	50						
	35	Asphalt	3000	75	Yes	Good (AA)	No	Secondary	Pop/runway surface/runway geometric/lighting	Hosp. Beds
		Asphalt/ treated gravel	1950	50						
		Turf	2930	70	Yes	Limited (AAR)	No	Local (private)		
	24	Turf	2900	100	No		No	Local (private)		
		Treated gravel	3800	75	Yes	Subject to seasonal and/or climatic variation (CFS), Good (AAR)	Yes	Northern/DHT		
		Asphalt	3625	60	Yes	Limited (AAR)	No	Local		
	19	Turf	2425	100	No		No	Local		
		Turf	1680	100						
		Turf	2600	180	No		No	Local		
	14	Turf	2950	100	No	Limited (AAR)	No	Local		
9	50	Asphalt	2500	75	Yes	Limited (AAR)	No	Secondary	Pop/runway surface/lighting/ hosp. Beds	Runway length
	38	Turf	2200	100	No	Rough (CFS)	No	Local		
	36	Treated gravel	2650	40	No	Rwy edges soft when wet (CFS)	No	Local		
		Treated gravel	2175	30						
6	18	Turf	3650	120	No	Slopes down (CFS)	No	Loca		
		Turf	2700	100	No	Rwy rough & undulating (CFS)	No	Local		

Appendix C: Inventory of Airports

	Location	Community Function	Population Town	Population R.M.	Base Operators	Airport Operator information		Airport Users
55	Hatchet Lake					Hatchet Lake Lodge 306-633-2132	Reg	[AA]
56	Hidden Bay					SK Hwys & Transportation 306 235-1735	Reg	Transwest, [EA], General charter
57	Hodgeville		207	461		Village of Hodgeville 306-677-2223	Reg	
58	Hudson Bay	PSH	1,883	1,577		SK Hwys & Transportation 306-235-1735	Reg	Business, [AA], SERM, [EA], Wate bomb, General & mine charter, Tour [AT], Medevac
59	Humboldt	CSC	5,074	960		Town 306-682-4022	Reg	[EA], Aerial spray, Flying school, General aviation, [AA]
60	Ile-a-la-Crosse		1,478	Northern Village	Ile a la Crosse Airways Ltd.	SK Hwys & Transportation 306 235-1735	Reg	Courtesy, Transwest, RCMP, Ile LaCrosse Air, [AA], [EA], Medeva court parter, General & mine charte Fire patrol
61	Imperial		382	299		Town 306-963-2220	Reg	
62	Indian Head	PSH	1,833	449	Lonesome View Enterprise Incorporated	Potters Avn Svc 306-695-3555	Reg	
63	Ituna		743	559		Town 306-795-2272	Reg	
64	Jan Lake					Jan Lake Community Association Inc. 306-632-2240	Reg	
65	Kamsack	PSH	2,264	687		Town 306-542-2155	Reg	[AA], [EA], Aerial Spray, Tourism General Aviation, Medevac
66	Kerrobert		1,109	377	West Central Air Ltd.	Town 306-834-2361	Reg	
67	Key Lake					Cameco Corp 306-956-6502	Reg	[EA]
68	Kindersley	CSC	4,679	1,188	Anderson Aviation Ltd.	Town 306-463-2675	Cert	[EA], Business, Aerial Spray Applicator, tourism, general aviatio pipeline inspection, [AA]
69	Kipling	PSH	1,004	524		Town 306-736-2515	Reg	[AA], [EA], Business, General Aviatio Medevac
70	Kyle		479	786		Town 306-375-2525	Reg	[AA], Aerial Spray applicators, tourisn General aviation, Medevac
71	La Loche		1,966	Northern Village	Northern Air Care, Osprey Wings Ltd.	SK Hwys & Transportation 306 235-1735	Cert	Mikisew, Courtesy, West Wind, RCM [AA], [EA], Medivac, Tranfer Docto General & mine charter, Court Part
72	Lampman		648	552		Lampman Pilots Club 306-487-2463/2462	Reg	[EA], Aerial Spray, General aviatio [AA]
73	Lanigan	PSH	1,368	598		Town 306-365-2809	Reg	
74	La Ronge (Barber Field)		2,964	Northern Village	Lawrence Bay Airways Ltd., North Central Helicopters Ltd., North of Sixty Flying Services Inc., Northern Air Operations, Point North Air	Town of La Ronge 306-425-2066	Cert	Transwest, West Wind, Northern De Airway, Private Aircraft, [AA], SERI [EA], Schedule service, General charte Tourism, [AT], Medivac, Water bom
75	Leader		983	432		Town 306-628-3868	Reg	[AA], Business, Tourism, General aviation
76	Leask		435	846		Village 306-466-2229	Reg	
77	Lemberg		353	677		Lemberg Flying Club 306-335-2300	Reg	

Beds		Runway			Lighting	Surface Condition	IFR	Classification for discussion	Reason	Deficiencies
Hosp.	SCH	Type	Length	Width						
		Sand/Clay/ Gravel	6000	100	No		No	Northern (Private)		
	17	Gravel	3500	60	No	Subject to seasonal and/or climatic variation (CFS)	No	Northern/DHT		
		Turf/earth	2100	75	Yes		No	Local		
10		Asphalt	5000	100	Yes	Good (AAR)	Yes	DHT		
		Asphalt	2000	75	Yes		Yes			
40	101	Asphalt	2500	75	Yes	Good (AAR)	Yes	Regional	Pop, lighting, IFR	Run. Length & width/hosp. Beds
		Asphalt	1840	75						
35		Treated gravel	3900	75	Yes	Good (AAR)	Yes	Northern/DHT		
	14	Turf	2300	75	No		No	Local		
17	47	Turf	2200	75	No		No	Local (Private)		
	38	Turf	2550	100	No		No	Local		
		Gravel/Sand	3150	50	No		No	Northern (Private)		
39	62	Asphalt	2500	75	Yes	Soft when high temperature (AA)	No	Primary	Pop./lighting/ hosp. Beds/	Run. Length/IFR
27	28	Turf	2550	125	Yes	Soft when wet (CFS)	No	Secondary	Pop/lighting/hosp. Beds	Runway surface runway length
		Turf	1600	120		Soft when wet (CFS)				
		Gravel	5200	180	Yes	Good (AAR)	Yes	Northern (Private)		
22	80	Asphalt	3500	75	Yes	Good (AAR)	Yes	Regional	Pop/lighting/IFR	Run. Length & width/hosp. Beds
		Turf	2200	100						
20	28	Asphalt	3000	75	Yes	Limited (AAR)	No	Secondary	all	
	18	Asphalt	3000	75	Yes	Good (AA)	No	Secondary	Pop/runway surface/runway geometric/lighting	Hosp. Beds
28		Treated gravel	3000	75	Yes	Good (AAR)	Yes	Northern/DHT		
	22	Turf/asphalt, centre 28' asphalt	3000	65	Yes		No	Local (private)		
10	35	Turf	4400	90	No		No	Secondary	Pop/runway geometric/hosp. Beds	Turf surface/ lighting
22	16	Asphalt	5000	150	Yes		Yes	Northern		
		Treated gravel	2350	50						
24	36	Asphalt	2500	75	Yes	Limited (AAR)	No	Secondary	Pop/runway surface/lighting/ hosp. Beds	Runway length
	30	Turf	2140	70	No		No	Local		
		Turf	2000	75	No		No	Local (private)		

Appendix C: Inventory of Airports

	Location	Community Function	Population		Base Operators	Airport Operator information		Airport Users
			Town	R.M.				
78	Leoville		359	1,504		Village 306-984-2140	Reg	[AA], Business, SERM, Police, Tourism, Medevac
79	Little Bear Lake					Robert Ackerman 306-426-2280	Reg	
80	Loon Lake		390	881		G. Taylor 306-837-2052	Reg	
81	Lucky Lake		353	171		Village 306-858-2234	Reg	[EA], Business, Aerial Spray Applicators, Tourism, General Aviat
82	Lumsden (Colhoun)		1,530	497		Lumsden Aero Ltd. 306-522-5050	Reg	
83	Lumsden (Metz)		1,530	497		Metz Aero Svcs Inc 306-731-2800	Reg	
84	Luseland		622	377		Town 306-372-4218	Reg	[EA], Aerial Spray Applicators, medevac flight
85	Macklin	PSH	1,281	731		Rural Municipal #382 306-753-2075/2412	Reg	[AA], [EA], Business, Tourism, Medevac, General aviation, Medev
86	Maidstone	PSH	962	838		Town 306-893-2373/4254/4411	Reg	[AA], Business, Tourism, Medeva Flight, General Aviation
87	Malcolm Island					Arctic Lodge Ltd [illegible]-353-2432/702-248-2432	Reg	
88	Maple Creek	PSH	2,307	1,193	Southwest Air 92 Inc.	Town 306-662-2244	Reg	[EA], [AA]
89	McArthur River					Cameco Corp 306-956-6502	Reg	[AA], [EA], Medevac
90	Meadow Lake	CSC	4,813	1,827	Osimas Helicopters Ltd.	SK Hwys & Transportation 306-235-1735	Cert	Courtesy, business jet, RCMP, Med Lake Air, Ile a la Crosse Airways, Loche Airways, Northern Central Helicopter, Mikisew, [AA], SERM [EA], Court Party, Air force trainin Medevac, Pilot training, [AT]
91	Melfort		5,759	1,052	Can-Am Aviation	City 306-752-5911	Reg	[EA], Business, Aerial Spray Applicator, Police, Tourism, Freigh Medevac, [AA]
92	Melville Muni	PSH	4,646	1,014	Airways Aviation	City 306-728-6840	Reg	Aerial Spray Applicator, Tourism Medevac Flights, [AA]
93	Moose Jaw		32,973	1,856		DND Aeronautical Information Service 306-694-2222 Ext 5263	Mil	
94	Moose Jaw Muni	SWR	32,973	1,856	Form-Air, Provincial Airways	Provincial Airways 306-692-7335	Reg	[EA], Charter service, Business, Ae spray applicator, police, [AA]
95	Moosomin	PSH	2,420	530	Mitchell Aerial Applicators	Rural Municipality of Moosomin 306-435-3113	Reg	[EA], Business, Police, Flying scho Medevac, General aviation, [AA]
95	Naicam		789	709		Town 306-874-2280	Reg	
96	Neilburg		345	615		Village 306-823-4321	Reg	
98	Nekweaga Bay					D & D Camps 306-982-2028	Reg	
99	Nipawin	CSC	4,318	1,269	Nipawin Flight Center	Town 306-862-7902	Reg	[EA], Business, police, Tourism, Fly school, Medevac, [AA]
100	North Battleford (Cameron McIntosh)	SWR	14,051	984	Battleford's Airspray	City of North Battleford 306-445-6606/306-441-5807	Cert	[EA], Chart service, General aviatio [AA]

Beds		Runway			Lighting	Surface Condition	IFR	Classification for discussion	Reason	Deficiencies
Hosp.	SCH	Type	Length	Width						
		Gravel	2400	50		Limited (AAR)				
	17	Treated gravel	3400	75	Yes	Subject to seasonal and/or climatic variation (AA)	No	Secondary	Pop/runway surface/lighting/ runway geometric	Hosp. Beds
		Sand	2200	40	No		No	Northern (Private)		
12	13	Turf	2400	200	No	Rwy undulation	No	Local (Private)	runway surface/runway geometric	Hosp. Beds/Pop
	18	Asphalt	3012	75	Yes		No	Local		
	30	Turf/earth	3700	30	No	Soft when Wet (CFS)	No	Local (Private)		
		Turf	2660	65	No		No	none		
		Asphalt	3000	75	Yes		No	Local		
	23	Asphalt	3000	75	Yes	Limited (AAR)	No	Primary	Pop/runway geometric/lighting	IFR, hospital beds
25	27	Turf	2732	130	Yes	Subject to seasonal and/or climatic variation (AA)	No	Secondary	Pop/runway geometric/lighting/ hosp.beds	Turf surface
		Gravel/clay/ sand	4625	50	No		No	none		
21	48	Asphalt	3100	75	Yes	Good (AAR)	Yes	Primary	all	
		Turf/clay	1565	75						
		Gravel/sand/cl ay	5280	100	Yes	Limited (AAR), Well maintenance (AA)	Yes	Northern		
31	55	Asphalt	5000	100	Yes	Good (AAR)	Yes	DHT		
		Asphalt	2357	75						
71	91	Asphalt	3000	75	Yes	Good (AAR)	Yes	Regional	Pop/lighting/IFR/ Hosp. Beds	Run. Length & width
35	144	Asphalt	2600	75	Yes	Good (AAR)	No	Primary	Pop/ hosp. Bed	Run length/lighting/ IFR
		Asphalt	2165	75		Rstd to 5,000 lbs or less (CFS)				
		Asphalt	8320	150	Yes	Good (AAR)	Yes	Mil		
		Asphalt	7280	150						
		Asphalt	3400	100						
119	365	Asphalt	2953	75	Yes	Good (AAR)	Yes	Regional	Pop/lighting/IFR/ Hosp. Beds	Run. Length & width
33	68	Gravel/clay	2700	80	No	Good (AAR)	No	Secondary	Pop/runway geometric/lighting/ hosp. beds	Clay/gravel surface/ lighting
		Turf/gravel	1525	40						
		Turf	3050	65	No		No	Local		
		Turf/gravel	2600	75	No		No	Local		
		Clay/sand	2200	50	No		No	Northern		
38	96	Asphalt	2930	75	Yes	Good (AAR)	Yes	Regional	Pop/lighting/IFR	Run. Length & width/hosp. Beds
		Turf/snow	2900	115						
108	149	Asphalt	5000	150	Yes	Good (AAR)	Yes	Regional	all	Hosp. Beds
		Asphalt	2565	50						

Appendix C: Inventory of Airports

	Location	Community Function	Population Town	Population R.M.	Base Operators	Airport Operator information		Airport Users
101	North Battleford (Hamlin)		14,051	984		Battlefords' Airspray 306-445-3099	Reg	
102	Otter Lake					Hamlet of Missinipe 306-635-4540	Reg	
103	Outlook	PSH	2,116	428	619804 Sask. Ltd.	Town 306-867-8663	Reg	Business, Aerial Spray Applicato SERM, Flying school, General Aviat [AA]
104	Oxbow	PSH	1,163	523		Town 306-483-2300	Reg	General aviation
105	Pangman		251	296		R.M. of Norton #69 306-442-2131	Reg	
106	Paradise Hill		466	1,331		Village 306-344-2206	Reg	[EA], Aerial Spray applicators, gen aviation, [AA]
107	Patuanak		89	Northern Village		SK Hwys & Transportation 306 235-1735	Reg	Courtesy, Transwest, RCMP, [AA [EA],General & mine charter, med
108	Pelican Narrows		148	Northern Village	Pelican Narrows Air Services Ltd.	SK Hwys & Transportation 306 235-1735	Reg	RCMP, Transwest, [EA], [AA]
109	Pinehouse Lake		922	Northern Village		SK Hwys & Transportation 306 235-1735	Reg	Transwest, Courtesy, RCMP, Medev [AA], [EA], General & mine char business, medevac
110	Points North Landing					Points North Freight Forwarding Inc. 306-352-6265/306-633-2137	Cert	[EA], [AA]
111	Porcupine Plain		866	1,197		Municipal 306-278-2262	Reg	
112	Preeceville	PSH	1,148	1,202		Town 306-547-2810	Reg	SERM, [AT]
113	Prince Albert (Grass Field)	SWR	34,777	3,322	Athabaska Airways Ltd., 5-H Management Co. Ltd., Northern Dene Airways Ltd.	City 306-953-4965	Cert	[EA], [AA]
114	Quill Lake		463	523		Town 306-383-2592/2261	Reg	
115	Radisson		403	542		Town 306-827-2218	Reg	
116	Radville		823	434		Town 306-869-2477	Reg	
117	Redvers	PSH	965	664		RM of Antler #61 306-452-3263	Reg	
118	Regina	PWR	180,400	1,056	MacPherson Aviation Inc., Pro-Flight Ltd., Regina Flying Club, Skydive South Sask. Inc., Skydive Tandem-The Regina Paranauts, Southern Aviation Ltd.	Regina Airport Authority 306-761-7550	Cert	[EA], [AA]
119	Regina Beach (Private)		984	1,376		Dr. Edwards, Vortex Avn Ltd 306-729-2417	Reg	[AA]
120	Rocanville		875	627		Potash Corp of Saskatchewan 306-645-2870	Reg	[EA]
121	Rockglen		481	307		Rockglen Council 306-476-2144	Reg	
122	Rosetown		2,496	620		Town 306-882-2214/2985/2142	Reg	[EA], Business, Aerial Spray Applicator, [AA]
123	St. Brieux		507	364		Bourgault Industries Ltd 306-275-2300	Reg	

Beds		Runway			Lighting	Surface Condition	IFR	Classification for discussion	Reason	Deficiencies
Hosp.	SCH	Type	Length	Width						
		Asphalt	2400	100	Yes	Rwy sfc deteriorating (CFS)	No	none		
		Asphalt	2400	90		Rwy sfc deteriorating (CFS)				
		Gravel/clay	2500	75	No		No	Northern (Private)		
19	52	Turf	3077	100	Yes		No	Secondary	Pop/runway geometric/lighting/ hosp. beds	Turf surface
	22	Turf/clay	2650	75	No	Rwy ruf (CFS), Limited (AAR)	No	Local		
		Turf	2600	100	No		No	Local		
17		Oiled gravel	2600	75	No		No	Secondary	Pop/runway surface/hosp. Beds	Runway length/lighting
		Gravel	3000	75	Yes	Subject to seasonal and/or climatic variation (CFS), Soft when wet (AA)	No	Northern/DHT		
		Gravel	2850	75	No	Subject to seasonal and/or climatic variation (CFS)	No	Northern/DHT		
		Gravel/clay	3000	65	Yes	Subject to seasonal and/or climatic variation (CFS), Soft when wet (AA)	No	Northern/DHT		
		Gravel	6000	100	No	Good (AAR)	Yes	Northern		
14	38	Turf	2540	90	No		No	Local	runway surface/runway geometric	Pop/hosp. Beds
		Turf	2550	60						
21	30	Turf	2525	150	No		No	Local	runway surface/runway geometric	Pop/hosp. Beds
161	314	Asphalt	5000	150	Yes	Good (AAR)	Yes	Schedule service		
		Turf	2500	100						
		Turf	2500	100	Yes		No	Local		
		Turf	2625	90	No		No	Local		
	52	Turf	2475	75	No		No	Local		
14	24	Turf	1700	60	No		No	Local	runway surface/runway geometric	Pop/hosp. Beds
660	1220	Asphalt	7900	150	Yes	Good (AAR)	Yes	Airport Authority		
		Asphalt	6200	150						
		Earth	2565	80	No	Limited (AAR)	No	none		
		Asphalt	3950	100	Yes		Yes	Secondary (Private)	Pop/runway surface/runway geometric/lighting	Hosp. Beds
		Turf	2400	150	No		No	Local (private)		
19	50	Asphalt	2575	75	Yes	Deteriorating (AA)	No	Primary	Pop/lighting/hosp. beds	Run. Length/IFR
	30	Treated sand	3500	75	Yes		No	Local (private)		

Appendix C: Inventory of Airports

	Location	Community Function	Population Town	Population R.M.	Base Operators	Airport Operator information		Airport Users
124	Sandy Bay		959	Northern Village	Ross Air Service, Sask. Property Management Corp.	SK Hwys & Transportation 306 235-1735	Reg	Transwest, RCMP, Jackson Air, [General & mine charter, [AA
125	Saskatoon	PWR	193,647	1,202	Balon's Aerial Spray Ltd., Cree Lake Air Inc., Falcon Air Services, G-Air Services, La Rong Aviation Services Ltd, Living Sky Aerobatics & Banner Towing, Mitchinson Flying Service Ltd., Potash Corporation of Sask., Prairie Skymasters Parachute Club Inc., Skyview Aviation Ltd., Thunderbird Aviation, West Country Photo Ltd., West Wind Aviation Inc.	Saskatoon Aprt. Authority 306-975-4274	Cert	[EA], [AA]
126	Shaunavon	PSH	1,857	416	T-C Aerial Ltd.	Town 306-297-2605	Reg	[EA], Charter service, Business, A Spray Applicators, Tourism, [A
127	Shellbrook	PSH	1,234	1,793		Shellbrook/Leask Flying Club 306-747-2264/2318	Reg	
128	Southend					H. Ulriksen 306-758-2054	Reg	Private
129	Spiritwood	PSH	924	1,504		Town 306-883-2161	Reg	
130	Spring Valley (North)					B. Forman 306-799-4501	Reg	
131	Squaw Rapids					Sask. Power Corp. 306-862-3808	Reg	
132	Stony Rapids		233	Northern Village		SK Hwys & Transportation 306 234-1735	Cert	Transwest, Northern Dené, Helico [AA], SERM, [EA], Schedules, Ge charter, Mining, Water bomber, Fighting, Exploration, Medeva
133	Swift Current	SWR	14,890	1,547	Swift Aviation Ltd.	Swift Current Aprt Ltd. 306-773-6322/6619	Cert	Charter service, Business, Polic Tourism, Flying school, [AA], Ge aviation
134	Tisdale	CSC	2,966	1,137	Green Forest Applicators Ltd., Nielson & Ashdown Air Services	Town 306-873-2681/4447	Reg	[EA], Business, Police, Tourist General Aviation, [AA]
135	Unity	PSH	2,200	480		Town 306-228-2621	Reg	[AA], [EA], Charter service, Busi Aerial Spray Applicator, Touris General aviation, Medevac
136	Uranium City					SK HWYS & Transportation 306-235-1735	Cert	Transwest, Northern Dené, Point N RCMP, [EA], Tourist, General ch [AA]
137	Wadena	PSH	1,477	1,031		Town 306-338-2145	Reg	[EA], General aviation, [AA]
138	Wakaw		869	676		Town 306-233-4223	Reg	[EA], Business, Police, [AA]
139	Watrous	PSH	1,860	523		Town 306-946-3369	Reg	[EA], [AA]
140	Wawota		620	708		Town 306-739-2216	Reg	
141	West Poplar					Valley Hanger of the Montana Pilots Assn C/O V. Wokal 406-228-4023	Reg	
142	Weyburn	SWR	9,723	867	Arndt Air Ltd.	Town 396-842-7644	Cert	[EA], Business, Aerial Spray Applicators, Police, General avia
143	Whitewood	PSH	985	408		Town 306-735-2210	Reg	
144	Wilkie		1,364	408		Town 306-843-2692/2212	Reg	

Beds		Runway			Lighting	Surface Condition	IFR	Classification for discussion	Reason	Deficiencies
Hosp.	SCH	Type	Length	Width						
		Treated gravel	3000	75	Yes	Good (AAR)	Yes	Northern/DHT		
		Asphalt	8300	200		Good (AAR)				
758	1525	Asphalt	6200	150	Yes		Yes	Airport Authority		
22	44	Asphalt	3000	75	Yes	Good (AAR)	No	Primary	Pop/runway geometric/lighting/ hosp. Beds	IFR
		Earth/Asphalt	2430	40						
19	34	Turf	2430	120	Yes		No	Secondary (Private)	Pop/lighting/hosp. beds	Turf surface, runway length
		Clay/gravel	2125	90	No	Soft when saturated (CFS),	No	None		
12	36	Turf	2500	80	No		No	Local	runway surface/runway geometric	Pop/hosp. Beds
		Turf/gravel	3000	50	No		No	Northern		
		Turf	3000	200	No		No	none		
		Treated gravel	5050	100	Yes	Good (AAR)	Yes	Northern/DHT		
92	212	Asphalt	4250	150	Yes	Good (AAR)	Yes	Regional	all	
		Asphalt	2500	50						
24	73	Asphalt	3000	75	Yes	Good (AAR)	Yes	Primary	all	
		Turf	2100	200						
		Turf	1400	160						
11	34	Asphalt	3000	75	Yes	Good (AA)	No	Primary	Pop/runway geometric/lighting	IFR/hosp. Beds
		Earth	1065	60						
		Treated gravel	3930	100	Yes	Good (AAR)	Yes	Northern/DHT		
21	52	Gravel	2500	75	No	Soft when wet (AA)	No	Secondary	Pop/runway surface/hosp. Beds	Runway length/lighting
24	46	Turf/treated gravel	2700	100	No	Limited (AAR)	No	Secondary	Pop/runway geometric/hosp. Beds	Turf & gravel surface/lighting
12	34	Clay/gravel	2600	60	No	Soft when wet (CFS)	No	Secondary	Pop/hosp. Bed	Lighting/runway length and width
		Turf	3300	75						
		Turf	2500	75						
	34	Turf/clay	2600	135	No		No	Local		
		Earth/turf	4000	60	No	Soft when wet (CFS)	No	Northern (Private)		
64	264	Asphalt	3200	75	Yes	Good (AAR)	Yes	Regional	Pop/lighting/IFR/ Hosp. Beds	Run. Width
		Asphalt	4000	75		rstd to 7,000 lbs.	Yes			
	30	Turf	2500	65	No		No	Local		
	30	Turf	1950	100	No		No	Local		

Appendix C: Inventory of Airports

	Location	Community Function	Population		Base Operators	Airport Operator information		Airport Users
			Town	R.M.				
145	Willow Bunch		431	514		Willow Bunch A/D Committee 306-473-2450	Reg	
146	Wollaston Lake					SK Hwys & Transportation 306 235-1735	Cert	Transwest, Point North, RCMP, Northern Dené, [AA], [EA], General mine charter, Medevac
147	Wynyard	PSH	1,954	748		Town 306-554-2123	Reg	[AA], [EA], Business, Aerial Spray Applicators, Police, Tourism, Medev
148	Yorkton	SWR	15,154	1,810	Aeromart Enterprises Inc., Hell-Lift International Inc., Leading Edge Aviation	City 306-786-1730	Cert	[EA], [AA]Charter Service, non-schedule charter service, business, aeri spray applicator, environment & forestry, Police, Tourism, Freight, Flying school, General aviation, mineral/pipelines/power line survey
Legend:								
[AA]: Air Ambulance				PWR - Primary Wholesale-Retail		SCH- Special Care Homes		
[AT]: Air Tanker				SWR - Secondary Wholesale-Retail				
[EA]: Executive Air				CSC - Complete Shopping Centre				
				PSC - Partial Shopping Centre				

Beds		Runway			Lighting	Surface Condition	IFR	Classification for discussion	Reason	Deficiencies
Hosp.	SCH	Type	Length	Width						
		Turf	2400	100	No		No	Local (private)		
		Treated gravel	3800	75	Yes	Good (AAR)	Yes	Northern/DHT		
8	51	Asphalt	3000	75	Yes	Limited (AAR)	No	Primary	Pop/runway geometric/lighting	IFR/hosp. beds
		Asphalt	4800	150	Yes	Good (AAR)	Yes			
144	221							Regional	all	
		Gravel/Asphalt	3000	100	Yes		Yes			

Appendix D: Medevac Air Service

Air Services for Private/Charter Vendors
April 1, 2000 to March 31, 2001

Patient Original Location	Claims (Flights)
La Loche	99
Ile-a-la-Crosse	55
Fort McMurray	36
Pinehouse Lake	33
Sandy Bay	31
Uranium City	19
La Ronge	17
Stony Rapids	13
Patuanak	7
Flin Flon	6
Fond-du-Lac	4
Buffalo Narrows	3
Camsell Portage	3
Residual - Northern Points	2
Saskatoon	2
Prince Albert	1
Southend	1
Wollaston Lake	1
Total	333

Data source is Supplementary Health Production datamart which was last updated September 16, 2001.

All paid and adjusted claims having a service date between April 1, 2000 and March 31, 2001 have been included.

Only non-adjusted claim lines have been counted in the 'claims' column. 'Claims' refers to actual flights.

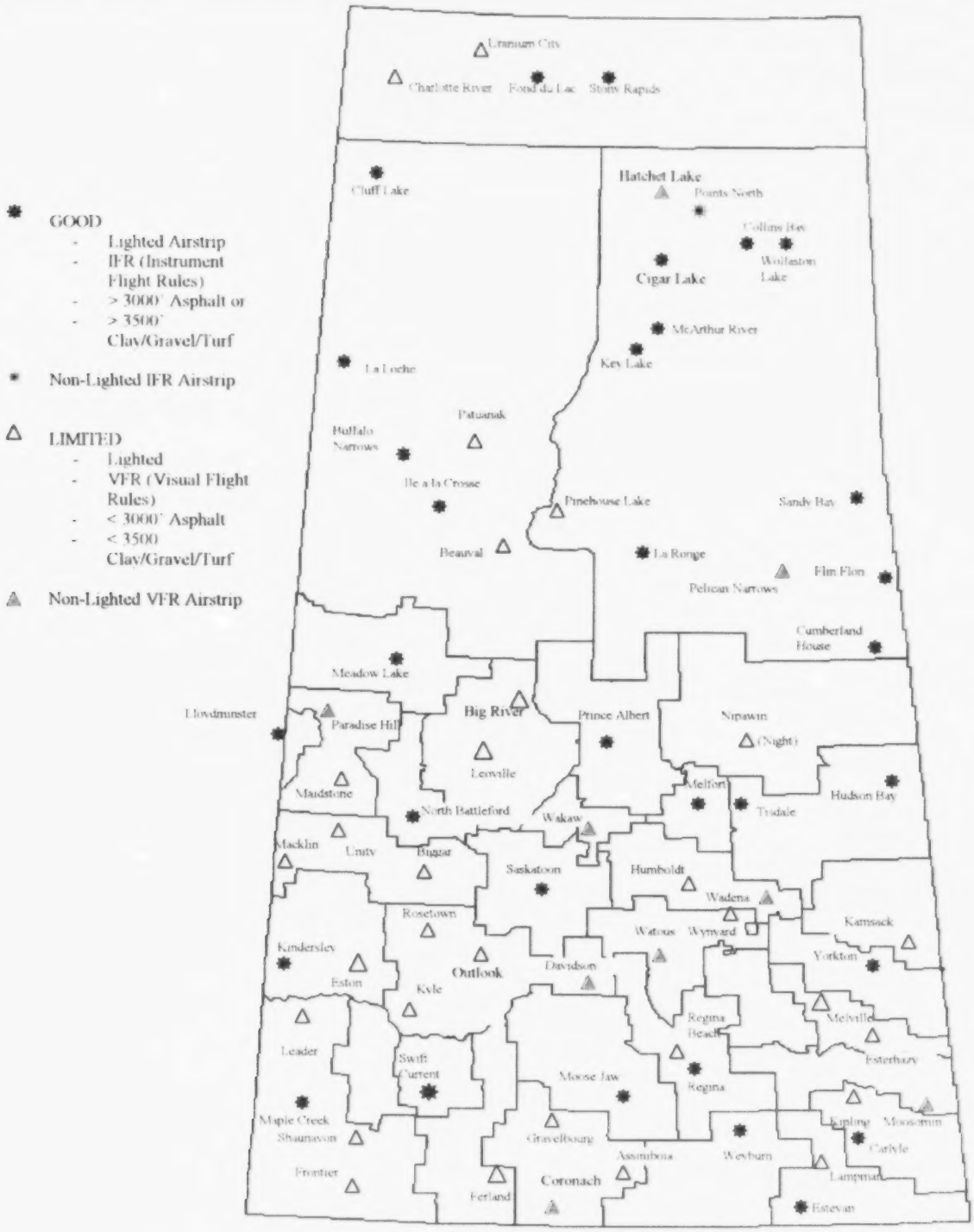
Saskatchewan Health, CHB tt
September 19, 2001

Air Trips for Private-Charter Vender by Origin xls

Appendix E: Saskatchewan Air Ambulance Accessible Landing Site

SASKATCHEWAN AIR AMBULANCE

ACCESSIBLE LANDING SITES (REVISED SEPTEMBER, 2001)



Appendix F: Air Transportation Service Runway Availability

SPMC Air Transportation Service

Air Transportation Services (ATS) use the following runways. ATS recommends the ones shaded as candidates for extension to 3,500 ft (minimum). ATS considers the ones in bold as strategic in terms of prioritization for extension.

A – indicates asphalt surface

G-indicates gravel surface

Location	
Assiniboia	**2950 A**
Beauval	3150 G
Biggar	**2500 A**
Big River	3300 G
Birch Hills	2660 A
Buffalo Narrows	5000 A
Camsell Portage	2870 G
Carlyle	**3200 A**
Charlot River	3320 G
Cluff Lake	5280 G
Collins Bay	5200 G
Cumberland House	2950 G
Esterhazy	3000 A
Estevan	5000 A
Eston	3000 A
Fond du Lac	3800 G
Frontier	3625 A
Gravelbourg	2500 A
Gull Lake	2650 G
Hidden Bay	3500 G
Hudson Bay	5000 A
Humboldt	2500 A
Ile a la Crosse	3900 G
Kamsack	2500 A
Key Lake	5200 G
Kindersley	3500 A
Kipling	3000 A
La Loche	3000 G
La Ronge	5000 A
Leader	2500 A
Lucky Lake	3012 A
Luseland	3000 A
Macklin	3000 A
Maple Creek	3100 A
McArthur River	5280 G
Meadow Lake	5000 A
Melfort	3000 A
Melville	2600 A
Moose Jaw	**2953 A**
Moosomin	**2700 G**
Nipawin	2930 A
North Battleford	5000 A
Paradise Hill	2600 G
Patuanak	3000 G
Pelican Narrows	2850 G
Pinehouse	3000 G
Point North	6000 G
Prince Albert	5000 A
Regina	7900 A
Rocanville	3950 A
Rosetown	2575 A
Sandy Bay	**3000 G**
Saskatoon	8300 A
Shaunavon	**3000 A**
Stony Rapids	5050 G
Swift Current	4250 A
Tisdale	3000 A
Unity	3000 A
Uranium City	3930 G
Wadena	2500 G
Wakaw	2700 G
Watrous	**2600 G**
Weyburn	4000 A
Wollaston Lake	3800 G
Wynyard	3000 A
Yorkton	4800 A

ATS cannot use some of these runways at various times because of weather and runway surface conditions.

Appendix G: Air Transportation Service Frequency

Air Transportation Services Frequency 2000 - 01

Executive Air

Beauval	4
Biggar	6
Big River	1
Buffalo Narrows	5
Carlyle	2
Charlot River	2
Cumberland House	4
Esterhazy	1
Eston	4
Fond du Lac	1
Gravelbourg	2
Humboldt	4
Ile a la Crosse	70
Kamsack	4
Kipling	1
Kindersley	3
La Loche	2
Leader	1
Lucky Lake	1
Macklin	1
Maple Creek	2
Melfort	5
Nipawin	3
Pinehouse	1
Points North	1
Rosetown	2
Sandy Bay	1
Shaunavon	6
Stony Rapids	1
Tisdale	3
Unity	4
Uranium City	3
Wollaston Lake	1

Air Ambulance

Big River	2
Central Butte	1
Cluff Lake	1
Collins Bay	2
Cumberland House	3
Esterhazy	2
Estevan	3
Fond du Lac	3
Hudson Bay	12
Ile a la Crosse	60
Kamsack	4
Key Lake	1
Kindersley	4
La Loche	5
La Ronge	34
Leader	3
Lloydminster	22
Macklin	1
Maple Creek	2
McArthur River	2
Meadow Lake	36
Melfort	14
Moose Jaw	7
Nipawin	53
North Battleford	4
Pinehouse	1
Points North	2
Porcupine Plain	1
Prince Albert	2
Provost	1
Regina	70
Stony Rapids	11
Swift Current	7
Tisdale	7
Unity	1
Uranium City	50
Yorkton	112

Brandon	2
Calgary	17
Canora	1
Edmonton	71
Flin Flon	87
Ft. McMurray	2
Kelowna	1
London	1
Lynn Lake	2
Minot	2
Rochester	2
Swan River	2
Toronto Island	4
Vancouver	4
Winnipeg	9

Appendix H: Saskatchewan Health Priority Airports

Airport	Work Required	Optional Classification for discussion
Kamsack	Resurface, length to 3,000 ft	Primary
Assiniboia	Resurface	Primary
Porcupine Plain	Resurface, length to 3,000 ft	Local
Leader	Surface, lighting	Secondary
Cumberland House	Length to 3,000 ft	DHT
Big River	Maintenance – all weather	Secondary
Maidstone	Surface, length	Secondary
Nipawin	Surface, length	Regional
Canora	Surface	Secondary
Moosomin	Surface	Secondary
Leoville?	Surface	Secondary
Melville	Length	Primary
Coronach	Surface	Local
Yorkton	Resurface	Regional

Source: Saskatchewan Health

Appendix I: Regional Air Study Questionnaire

1. Airport Name: _____

2. Owner's Name: _____

   Is the owner a: City_____ Town_____ Village _____ RM_____ Other_____

3. Operator Name: _____

   Is the Operator a: City_____ Town_____ Village _____ RM_____ Other_____

4. Who are your airport users?

   ____ Schedule Passenger Carrier (____ Flights per week)
   ____ Charter Service (e.g. mines, court party, tourism)
   ____ Non-Schedule Charter Service (i.e. aircraft for hire)
   ____ Business (e.g. Millar Western Pulp Mill Jet)
   ____ Aerial Spray Applicators (____ Flights per week)
   ____ Environment & Forestry (Water Bombers, fire detection aircraft, wildlife surveys, enforcement flights, etc.)
   ____ Police (RCMP prisoner movements, RCMP Staff movement, observation flights, etc.)
   ____ Tourism
   ____ Border crossing (access to Customs Officer)
   ____ Freight (i.e. Loomis, Purolator, etc.)
   ____ Flying School
   ____ Medevac Flights (Sk. Air Ambulance or others performing this service)
   ____ General Aviation (Recreation)
   ____ Government Aircraft (Executive Air)
   ____ Others (please identify, e.g., aerial photography, mineral surveys, power line survey, gas line survey, search and rescue)

5. Is there anyone based at your airport? YES ___ NO ___. (If yes please identify who is established at the airport and their primary line of business?)

   ____ Business aircraft
   ____ Aircraft maintenance/repairs/fuel
   ____ Aerial Spray applicators
   ____ Water Bombers/fire suppression
   ____ Flying School
   ____ Air Ambulance/Medevac
   ____ Flying Farmers
   ____ General Aviation (Recreation)
   ____ Government Aircraft (Executive Air)
   ____ Other (specify)_____

6. How many flights per week does this airport have (arrivals and departures)?_____

7. Number of Arrival (Passengers) _____/week

8. Number of Departure (Passengers) _____/week

9. Who do you use for technical and operation support?

   Government _____ Self_____ Consultant _____ Other_____

10. Do you collect fees for airport use? YES____NO____

    Type of fees (landing, lot, fuel concession) _____

11. What is the total amount of fees you collect per year? (Could you be able to give us the general break down?)

_____

12. How do you finance your airport capital and day-to-day operational expenditures? _____

_____

13. Will your airport need major improvements a) in the next two years, b) in three to five years time, c) in six to nine years time d) in 10 years or more time? _____

_____

14. If yes to 13, what kind of improvements are required?

_____

_____

15. What are the reasons for the improvement you need to make? (e.g., safety, asset preservation, etc.)

_____

_____

_____

16. If yes, to 13 how much do you think it will cost?

_____

_____

17. How does your airport benefit the local community and area? _____

_____

_____

18. We are looking at developing an airport classification system, what criteria do you think is important to be considered?

_____

_____

19. Do you have any other comments or suggestions?

_____

_____

_____